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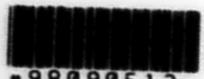
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CITY OF MISSISSAUGA
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198912
OPERATION & WORKS COMMITTEE M6.0

CITY OF MISSISSAUGA

MINUTES

MEETING THIRTEEN EIGHTY-NINE

NAME OF COMMITTEE: OPERATIONS AND WORKS

DATE OF MEETING: WEDNESDAY, JULY 12, 1989, 9:05 A.M.

PLACE OF MEETING: COMMITTEE ROOM A, CIVIC CENTRE

MEMBERS PRESENT: Councillor M. Prentice
Councillor F. Dale (Chair)
Councillor F. McKechnie
Councillor D. Culham
Councillor N. Iannicca

MEMBERS ABSENT: Councillor H. Kennedy

OTHERS PRESENT: Councillor T. Southorn
Mayor H. McCallion

STAFF PRESENT: Mr. I.W. Scott, Acting City Manager and Commissioner
of Recreation and Parks
Mr. B.E. Thom, City Solicitor
Mr. W.P. Taylor, Commissioner of Public Works
Mr. A. McDonald, Director, Public Works
Mr. K. Schipper, Director, Public Works
Ms. L. Maller, Committee Coordinator, Clerk's
Department

INDEX - OPERATIONS AND WORKS COMMITTEE - JULY 12, 1989

DEPUTATIONS/PRESENTATIONS - 9:05 A.M.

A. Mr. A. Stabins, on behalf of the Streetsville Business Improvement Association.

A.01.08.04

SEE ITEM 1

B. Mr. J. Savage, Region of Peel

D.01.02

SEE ITEM 2

ITEM FILE SUBJECT

1. A.01.08.04 Property Standards By-law - Contraventions - Streetsville Area - Streetsville Business Improvement Association
2. D.01.02 Timing/Construction of Regional Roads - North-west Quadrant of Mississauga
3. F.05.05 Newspaper Vending Boxes - Experiment with Hitching Posts
4. A.02.03.02.07 J.05.89043 Traffic Signal Works - Supplementary Subsidy
5. J.05.89018 Eglinton Avenue Reconstruction - Erin Mills Parkway/Mississauga Road
6. T-86087 Rivergrove Subdivision - Storm Sewer Outlet for Mavis Road
7. T-878031 Orlando Corporation - Levy Credits
8. M-0627 Sound Homes Residential Subdivision - Assumption of Municipal Services
9. M-0632 Starlight Crescent Residential Subdivision - Assumption of Municipal Services
10. M-0759 Creditview Estate Homes Limited - Rivergrove Subdivision - Lot 104

INDEX - OPERATIONS AND WORKS COMMITTEE - JULY 12, 1989

11. F.02.07.01 Peel Condominium Corporation No. 196 - Naming of Private Road - "Moonstream"
12. M-0533 Airport Square Development Limited - Quit Claim of Easements
13. 0Z/52/84
F.02.03 Closure of Part of Ironstone Court/Harrow Street
14. A.03.04.01 Public Vehicle Authority Report 5-89 - July 5, 1989
15. A.03.04.11.02 Traffic Safety Council Report 4-89 - June 28, 1989
16. J.05.89043
J.05.89200 Traffic Signal Fire Pre-emption Equipment
17. F.05.04.07 Composting Pilot Project
18. A.02.03.03.12.A Hazardous Waste Disposal Program
19. F.06.04.02 Village Offices of Sherwoodtowne - Parking Problems and Illegal Uses
20. F.06.04.02 Reduction - 72 Hour On Street Parking
21. F.05.04.05 Plastics Recycling Promotion
22. F.06.04.02 Extension of Temporary On Street Parking - 2121 Rathburn Road East
23. C.02.01 Fencing - Pedestrian Walkways - Riverside Place
24. D.01.02 Westwood Mall Transit Terminal - Appointment of Consultant - Future Transit Needs

MATTERS CONSIDERED:

1. Slide presentation by the Streetsville Business Improvement Association with respect to the issue of property standards especially in the Streetsville commercial area.

Mr. A. Stabins, Past-President of the B.I.A., presented slides depicting the concerns regarding the maintenance of properties, such as debris, condition and location of garbage dumpsters, level of sidewalk and street cleaning especially in the Spring, neglected buildings, etc.

Councillor Southorn advised that he has met several times with the B.I.A. representatives and Staff to discuss the issue and work out solutions to the problems.

Mr. Brian Payton, Property Standards Supervisor, outlined the procedures which must be followed in accordance with the enabling legislation. Mr. Payton pointed out that it could take as long as 3-6 months to process a complaint through the system. Mr. Payton noted that in the past the City had more control when housekeeping agreements existed.

Members of Committee discussed this problem in detail not only as it relates to this area but other areas in the City especially the commercial zones. Councillors expressed frustration with the process and in particular in getting action from absentee landlords.

Councillor Southorn requested that Staff report on the feasibility of establishing a street sweeping schedule as is done with the snow plowing so that these commercial areas are given priority over residential streets.

Councillor McKechnie requested that the City Solicitor report on the housekeeping agreement item since Council was advised that they caused administrative problems and were virtually ineffective in any event.

Councillor Southorn also requested that Staff report on the Staff complement in this area and whether it is adequate and further report on the appropriate criteria to control garbage dumpsters.

Mr. McDonald confirmed that there is not enough Staff available to travel around the City looking for problems, but Staff do respond on a complaint basis whether it is property standards, parking, or any other by-law infraction.

In addition to the foregoing recommendations, Councillor Dale recommended that the Commissioner of Recreation and Parks report on the feasibility of appointing by-law officers to patrol the City parks on a full time basis particularly in the summer months when vandalism is rampant.

A.01.08.04

See Recommendation OW-25-89 (T. Southorn)

2.

Presentation by the Region of Peel regarding the timing and construction of Regional roads in the north-west quadrant of Mississauga.

This presentation was requested by the Committee subsequent to the report (copy attached) dated May 25, 1989, from the Commissioner of Public Works regarding the Development/Transportation Staging Studies. Part (e) of the recommendations as adopted reads as follows:

'(e) That the Interim Staging Guidelines contained in the report dated May 25, 1989, from the Commissioner of Public Works not apply to and draft plan approval be withheld for the following planning districts pending the recommendations of the development/transportation staging studies:

- Winston Churchill
- Lisgar
- Meadowvale Village
- Meadowvale North Business Park.'

Mr. John Savage, Director of Engineering/Construction Division, of the Region of Peel Public Works Department, appeared before the Committee, and outlined the Region's construction schedule based on appropriate financing in place with respect to the following roads:

- (a) Britannia Road
- (b) Derry Road
- (c) Erin Mills Parkway
- (d) Mississauga Road.

Mr. Savage responded to questions regarding the timing and financing of these projects.

Mayor McCallion recommended that the previous recommendation (OW-199-89 of May 25/89 adopted by Council on June 14/89) be amended to include the Streetsville Secondary Plan as part of the development/transportation staging studies. This motion was voted on and carried.

D.01.02

See Recommendation OW-257-89 (T. Southorn)

July 12, 1989

3. Report dated July 10, 1989, from the Commissioner of Planning and Building with respect to an experiment agreed to by the newspaper vendors and Staff for the installation of "hitching posts" for the sale of newspapers.

The posts are being paid for by the news vendors. After a three month trial period, it will be evaluated on the basis of resistance to vandalism and weather, and feedback from the vendors, City Staff, the P.U.C.C. and the Public.

RECOMMENDATION:

That after the three month experimental period for the installation newspaper hitching posts that a further report be prepared evaluating the experiment and recommending a design, location criteria, financing and controls.

F.05.05

Approved

See Recommendation OW-258-89 (F. McKechnie)

4. Report dated June 27, 1989, from the Commissioner of Public Works regarding the Ministry of Transportation Ontario Supplementary Subsidy for Traffic Signal Works.

Council, at its meeting on March 13, 1989 adopted Resolution 110-89 which revised the proposed 1989 City funded signal installations.

These installations were included in the City of Mississauga's application to the Ministry of Transportation Ontario for supplementary traffic signal subsidy. Based on the estimated cost of these new installations and modernization and expenditure carry-overs from the 1987/88 signal installation programs, subsidy was requested to support \$364,870 in expenditures during 1989.

A total of \$182,435 in subsidy would be required to fully support these proposed 1989 expenditures at a 50% subsidy level.

Traffic signal warrants have been met at five locations in the City and it is desirable to provide traffic signals at each of these locations in the 1989 construction season. The normal 50% rate of Ministry of Transportation Ontario subsidy expected for this work has effectively been reduced to 26% by the Ministry of Transportation Ontario in their 1989 subsidy allocation for the construction of traffic signals. This reduced rate of subsidy produces a funding shortfall in the amount of \$64,000.

After the subsidy request was submitted to the Ministry of Transportation Ontario a traffic study at the intersection of Tomken Road and Timberlea Boulevard (south intersection) indicated that signal warrants are met. The original program included the modernization of Hurontario Street and Park Street. This modernization should be delayed and replaced with the signalization of Tomken Road and Timberlea Boulevard (south intersection).

RECOMMENDATION:

(a) That the 1989 Traffic Signal Capital Installation Budget be revised as follows:

	City Funded Locations (\$000)	Developer Funded Locations (II) (\$000)	Total 1989 Budget (\$000)
Gross Cost	349	715	1,064
M.T.O. Subsidy	(90)	NIL	(90)
Contributions	NIL	(715)	(715)
Net City Cost	259	NIL	259

(b) That \$64,000 in additional funding be allocated from the Capital Contingency account within the Capital Reserve Fund, and the necessary by-law be enacted.

(c) That the 1989 Traffic Signal Capital Installation Program be revised as follows:

Truscott Drive/Lewisham Drive;
Mavis Road/Central Parkway;
Kennedy Road/Traders Boulevard/Coopers Avenue;
Confederation Parkway/Paisley Boulevard;
Tomken Road/Timberlea Boulevard (south intersection).

(d) That the Ministry of Transportation Ontario be advised that the Council of the City of Mississauga is extremely concerned over the significant reduction in the 1989 level of supplementary subsidy provided to the City of Mississauga for traffic signal installations and modernization works.

A.02.03.02.07
J.05.89043

Approved

See Recommendation OW-259-89 (D. Culham)

5. Report dated July 4, 1989, from the Commissioner of Public Works regarding the reconstruction of Eglinton Avenue from Erin Mills Parkway to Mississauga Road.

The section of Eglinton Avenue between Erin Mills Parkway and Mississauga Road is scheduled to be reconstructed in 1991 in accordance with the 1989 to 1998 Capital Budget forecast. The Capital Budget cost estimate was based on a four-lane roadway with full intersection improvements.

The bridges over the Credit River are expected to be completed towards the end of 1990 meaning that if the section between Mississauga Road and Erin Mills Parkway was constructed in 1991 it would be the last section of the Eglinton Avenue project to be completed.

It is in the City's interests in order to expedite the construction of Eglinton Avenue between Erin Mills Parkway and Mississauga Road to enter into an agreement with the Erin Mills Development Corporation to provide approximately \$2.4 million in funding and to grant Erin Mills Development Corporation an exemption from the future Major Road Improvement levies equal to their contribution on lands to be developed in the area north of Highway 403, west of Winston Churchill and south of Britannia Road, based on the existing Major Road Improvement levy rate of \$28,679.62 per hectare (approximately 83.68 hectares).

RECOMMENDATION:

That the reconstruction of Eglinton Avenue from Mississauga Road to the Erin Mills Parkway be undertaken by the City in 1989 subject to the following:

- (a) that the Erin Mills Development Corporation provide \$2.4 Million in the form of a Letter of Credit to the City of Mississauga for construction of Eglinton Avenue between Erin Mills Parkway and Mississauga Road.
- (b) that the Erin Mills Development Corporation be granted a future Road Improvement levy credit on approximately 83.68 hectares of land to be developed in the area west of Winston Churchill Blvd. between Britannia Road and Highway 403.
- (c) that the Ministry of Transportation Ontario provide additional subsidy in the amount of \$1.0 million for the construction of this road segment.
- (d) that the exact contribution and resulting hectares of land to which levy credits apply referred to in a) and b) be revised on completion of the project based on actual costs incurred and the current Road Improvement levy rate of \$28,679.62 per hectare.

Councillor Lane (by way of a memorandum to Committee) expressed concern about the timing of this project in light of the fact that Eglinton Avenue is part of the detour route due to the partial closure of Mississauga Road from Burnhamthorpe Road to Eglinton Avenue.

Councillor Culham recommended that the motion be amended to provide that the timing of the Eglinton Avenue works will be scheduled so as not to conflict with the partial closure of Mississauga Road.

The motion as amended was voted on and carried.

J.05.89018

Amended

See Recommendation OW-260-89 (D. Culham)

6. Report dated July 5, 1989, from the Commissioner of Public Works regarding the storm outlet through Rivergrove Subdivision.

With the development of the Rivergrove Subdivision it is now possible to complete the storm sewer outlets for Mavis Road. However, in order to finalize the drainage system to the Second Line it is necessary to construct a channel on the Region of Peel lands adjacent to the landfill site. The lands benefiting from this work should pay the cost and arrangements have been made from Lakeview and Barstev to pay one third of the cost each. The estimated cost is \$900,000.

RECOMMENDATION:

That the City contribute one third of the costs to the construction of a storm drainage channel from the Second Line West a distance of approximately 1,000 feet on the Regional Landfill Lands to a maximum of \$300,000, subject to easements from the Region of Peel, with funding to be allocated from the 1989 storm sewer oversizing program, and or levy credits in the appropriate financial agreements.

T-86087

Approved

See Recommendation OW-261-89 (F. McKechnie)

7.

Report dated June 27, 1989, from the Commissioner of Public Works regarding an exemption from Major Road Improvement Levies to be granted to Orlando Corporation for their industrial developments T-87031 and M-900 and a reduction of the Major Road Improvement Levy to be granted to Orlando Corporation for their industrial development, T-88041.

RECOMMENDATION:

That the following be applicable in regard to the Major Road Improvement Levies payable for Plan T-87031, T-88041 and M-900:

- (a) that the Financial Agreement for the Orlando Corporation Plan T-87031 indicate that no Major Road Improvement Levies are payable to the City for this development.
- (b) that the Major Road Improvement Levy for Orlando Corporation Plan T-88041 be waived on 18.4 ha of their development.
- (c) that the Major Road Improvement Levy for the Orlando Corporation Plan 43M-900 be waived.
- (d) that the Letter of Credit in the amount of \$924,263.38 being the deposit made by the developer for Registered Plan 43M-900 as payment for the Major Road Improvement Levies be returned to Orlando Corporation.

T-87031

T-88041

M-0900

Approved

See Recommendation OW-262-89 (F. McKechnie)

8. Report dated June 19, 1989, from the Commissioner of Public Works regarding the assumption of the municipal services of the Sound Homes Residential Subdivision, Registered Plan 43M-627, located east of Cawthra Road and north of Burnhamthorpe Road East.

The developer has paid \$1,001.00 cash-in-lieu of a minor sidewalk repair, to be completed this year under this department's 1989 Repair Contract. This department has received a cash contribution of \$11,700.00 from the developer, 530703 Ontario Inc., being the cost estimate for the future removal of the temporary turning circle at the end of Wetherby Lane, complete with reinstatement, upon the development of the adjacent lands.

It is now in order for the City of Mississauga to assume the municipal works in Plan 43M-627 and return the remaining securities to the developer.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Sound Homes Residential Subdivision, Plan 43M-627, located east of Cawthra Road and north of Burnhamthorpe Road East.
- (b) That the City Treasurer be authorized to return the Letter of Credit for Plan 43M-627 (currently valued at \$79,989.72), to the developer, 530703 Ontario Inc. and Mulock Industrial Developments Limited.
- (c) That a by-law be enacted establishing the road allowance within Plan 43M-627 as public highway and part of the municipal system of the City of Mississauga.

M-0627

Approved

See Recommendation OW-263-89 (M. Prentice)

9. Report dated June 14, 1989, from the Commissioner of Public Works regarding the assumption of the municipal services for Starlight Crescent Residential Subdivision, Plan M-632, located east of Tomken Road and north of Rathburn Road East.

The developer has paid cash-in-lieu of minor curb sidewalk and asphalt repairs. These repairs are to be completed this year under this department's 1989 Repair Contract.

As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of the municipal services.

It is now in order for the City of Mississauga to assume the municipal works in Plan M-632 and return the remaining securities to the developer.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Starlight Crescent Residential Subdivision, Plan 43M-632, located east of Tomken Road and north of Rathburn Road East.
- (b) That the City Treasurer be authorized to return the Letter of Credit for Plan 43M-632, (currently valued at \$133,118.86), to the developer, Ventro Construction Limited.
- (c) That a by-law be enacted establishing the road allowance within Plan 43M-632 as public highway and part of the municipal system of the City of Mississauga.

M-0632

Approved

See Recommendation OW-264-89 (M. Prentice)

10. Report dated June 26, 1989, from the Commissioner of Public Works regarding the waiving of Building Department Condition 5 of Schedule 'C' of the Servicing Agreement with respect to Lot 104, Plan 43M-759, Creditview Estate Homes Limited, Rivergrove Subdivision, Phase IV, south of Britannia Road West and west of Creditview Road.

Under the terms of the Servicing Agreement, the developer agreed that a minimum setback of 15.0 m for all buildings and structures, and a minimum setback of 30.0 m for principal structures is required from the approved top-of-bank of the Credit River for Lot 104, located adjacent to the Credit River.

The two-storey, single-family dwelling proposed for Lot 104 has been designed to provide a setback of 12.5 m± from the greenbelt zone. The developer has stated that due to the configuration of the lot, the dwelling has been sited as far forward as possible, however, one corner of the dwelling encroached into the required 99.0 m setback by approximately 2.5 m.

The Committee of Adjustment has reviewed this request and has granted a variance in setback as requested subject to the approval of a detailed site and grading plan by the Credit Valley Conservation Authority.

RECOMMENDATION:

That Building Department Condition 5 of Schedule 'C' of the Servicing Agreement for Creditview Estate Homes Limited, Rivergrove Subdivision, Phase IV, Plan 43M-759, located south of Britannia Road West and west of Creditview Road, be waived with respect to Lot 104, subject to the approval of a detailed site and grading plan by the Credit Valley Conservation Authority.

M-0759

Approved

See Recommendation OW-265-89 (M. Prentice)

11. Report dated July 4, 1989, from the Commissioner of Public Works regarding the proposed name for Peel Condominium Corporation No. 196, 6245 Montevideo Road.

The Operations and Works Committee, at its meeting on June 21, 1989, considered a report dated May 31, 1989 relating to a request by Mr. Paul D. Squires, the solicitor for Peel Condominium Corporation 196, for approval of a street name for their private condominium road off Montevideo Road.

The Operations and Works Committee recommended the following:

OW-249-89 That the name "Moonstream" be approved as a street name for the private road for Condominium Corporation No. 196, located at the south-east corner of Montevideo Road and Battleford Road.

Subsequent to this recommendation it was noted that the legal procedure to name the private road would have to be followed in accordance with our standard requirements.

RECOMMENDATION:

- (a) That the Recommendation OW-249-89 of June 21, 1989 as adopted by Council on June 26, 1989, regarding the naming of the private road in Condominium Corporation No. 196. be rescinded.
- (b) That the name "Moonstream" be approved as a street name for the private road for Peel Condominium Corporation No. 196, located at the south-east corner of Montevideo Road and Battleford Road.
- (c) That a standard City of Mississauga street name sign indicating the new street with a second blade indicating "PRIVATE ROAD" be erected on Montevideo Road at the appropriate location.
- (d) That the cost of the sign be borne by the Condominium Corporation but erected by City forces.
- (e) That the units within the development retain their existing numbering.

PCC 196
F.02.07.01

Approved

See Recommendation OW-266-89 (T. Southorn)

12. Report dated June 2, 1989, from the City Clerk regarding a quit claim of two portions of the easement described as Part 2, Plan 43R-14899 being Parts 1 and 2 of Reference Plan, 43R-16904, Airport Square Development Limited, Part of Block 10, Registered Plan 43M-533, located north of Eglinton Avenue East and east of Dixie Road.

The Department has reviewed the proposed details indicating the encroachment of a portion of the building at 2605 Eglinton Avenue East within the limits of the 9.7 metre wide storm sewer easement adjacent to Eglinton Avenue.

No foundation bearing loads will influence the existing storm sewer and adequate space remains for maintenance of the storm sewer facility.

The applicant has provided a reference plan depicting the affected areas and has forwarded the necessary Quit Claim of Easement documentation to the Legal Department for execution by the City.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Quit Claim of Parts 1 and 2 of Reference Plan, 43R-16904 being a portion of the 9.7 metre wide storm sewer easement described as Part 2, Plan 43R-14899, being Part of Block 10, Plan 43M-533 (Airport Square Development Limited, located north of Eglinton Avenue East/east of Dixie Road).

M-0533

Approved

See Recommendation OW-267-89 (F. McKechnie)

13.

Report dated June 28, 1989, from the City Clerk regarding the closure of part of Ironstone Court and Harrow Street.

As a condition of Rezoning Application OZ/25/84, the owner is required to purchase part of the untravelled portion of Ironstone Court and Harrow Street from the City and to acquire surplus lands from the Metro Toronto Region Conservation Authority. To facilitate the rezoning application the MTRCA is prepared to exchange Part 4 for the untravelled portions of Ironstone Court and Harrow Street described as Parts 3 & 7. A flood control berm was constructed on these lands in the early 1970's by the MTRCA and they wish to retain ownership in their name. The Planning and Building and Public Works Departments have reviewed the proposals and are in agreement with the exchange of lands with the MTRCA and sale to 577181 Ontario Limited as part of Rezoning Application OZ/25/84.

RECOMMENDATION:

That the City Clerk be authorized to undertake the necessary procedures to stop up and convey those portions of Ironstone Court & Harrow Street described as Part 1 & 2 on Reference Plan 43R 3569 and Part 2, 3, 6 & 7 on Reference Plan 43R 15524 (577181 Ontario Limited).

OZ/52/84
F.02.03

Approved

See Recommendation OW-268-89 (F. McKechnie)

14. Report 5-89 of the Public Vehicle Authority meeting held on July 4, 1989.
A.03.04.01

Approved

See Recommendations OW-278-89 to OW-280-89 (D. Culham)

15. Report 4-89 of the Traffic Safety Council meeting held on June 28, 1989.
A.03.04.11.02

Approved

See Recommendation OW-281-89 to OW-291-89 (D. Culham)

16. Report dated June 13, 1989, from the Commissioner of Public Works regarding the Traffic Signal Fire Pre-emption System.

The City of Mississauga is in the process of introducing a Traffic Signal Fire Pre-emption System. The project is being installed in a staged manner at a rate that budgeted amounts allow. To date there is sufficient equipment to provide pre-emption capabilities at thirty-three intersections. The 1989 Budget for this project is \$100,000. The Fire Department has indicated that they wish to install the emitters that pre-empt signals on eleven vehicles in 1989 at an approximate cost of \$2,000 per vehicle, for a total of \$22,000. This would leave \$78,000 to install the required equipment at various intersections. At an average cost of \$4,500 per intersection, the remaining \$78,000 will allow for installation of equipment at approximately seventeen locations.

The Fire Department has raised the concern that due to the rate of new traffic signal installations their desired coverage of the Traffic Signal Pre-emption System could not be completed with the present amount of Capital Budget funding for pre-emption equipment.

Since the majority of new traffic signal installations are developer-funded, sufficient funding for pre-emption equipment could be obtained from the Traffic Signal Reserve Account of the General Municipal Development Reserve Fund through accrued interest and increased future contributions. This would provide for an increased rate of installation of pre-emption equipment. The cost to fund pre-emption at City of Mississauga funded new signal locations should be funded from the annual Capital Budget for traffic signals. At new traffic signal installations by the Regional Municipality of Peel or Ministry of Transportation Ontario, pre-emption equipment should continue to be funded through the annual Capital Budget for pre-emption equipment.

The installation of pre-emption equipment at existing signal locations will continue to be funded from the pre-emption equipment Capital Budget.

RECOMMENDATION:

That the following policy be adopted for the funding and installation of traffic signal fire pre-emption equipment:

- (a) that developer funded traffic signals be equipped with fire vehicle pre-emption capability during construction of the new signals and that the funding for this work be provided from the Traffic Signal Reserve Account of the General Municipal Development Reserve Fund;
- (b) that new traffic signals funded by the jurisdictions of the Regional Municipality of Peel and Ministry of Transportation Ontario be equipped with fire vehicle pre-emption capability during the construction of the new signals upon approval from the Regional Municipality of Peel or Ministry of Transportation Ontario as required and the funding for this work be provided from the annual Capital Budget for fire pre-emption equipment;
- (c) that new traffic signals funded by the City of Mississauga be equipped with fire vehicle pre-emption capability during the construction of the new signals and the funding for this work will be provided for from the Capital Budget for traffic signals;
- (d) that existing traffic signals requiring installation of fire vehicle pre-emption capability continue to be funded from the annual Capital Budget for fire pre-emption equipment.

J.05.89043
J.05.89200

Approved

See Recommendation OW-269-89 (D. Culham)

17.

Report dated June 29, 1989, from the Commissioner of Public Works regarding the composting pilot project.

The Region of Peel staff advised the department that the first week's material collected for composting was disposed of at the landfill site as it was contaminated. In addition the Region is planning to ship the material collected for composting to St. Catharines (Gro-Rich) for processing.

If the volume of material entering landfill sites or energy-from-waste plants is to be reduced substantially in the near future, composting of waste will become a necessity. For this reason, it is important to learn as much as possible during the composting trial period on the problems associated with composting. It would appear that this information may not be forthcoming if the current handling of the pilot project for composting waste is not changed.

The Region of Peel staff has shown little if any interest in the City's pilot project on composting. It is important to learn as much as possible about composting (during this trial period). In order to achieve this, the pilot project should be placed totally under the control of the City of Mississauga.

RECOMMENDATION:

That the Public Works staff of the City of Mississauga be requested to locate a suitable site for the pilot composting project and report to the August 9, 1989 Operations and Works Committee meeting.

In light of the interaction and coordination required, Councillor Culham moved that he be appointed to act as liaison between the City and the Region on this project. The motion, as amended, was voted on and carried.

F.05.04.07

Amended

See Recommendation OW-270-89 (D. Culham)

18. Report dated June 29, 1989, from the Commissioner of Public Works regarding hazardous waste.

At the present time in the City of Mississauga the householder can take hazardous waste to Britannia Road and Tricil (Lakeshore Road) for safe disposal. However, both these sites have not been receiving a significant amount of material.

In order to remove more hazardous waste from the waste stream, it is necessary to provide a household collection for the residents. This could be done by splitting the City into four quadrants - Northeast, Northwest, Southeast and Southwest - and having the residents phone in to a central City number for pickup on a prescribed Saturday. The estimated cost of providing this service on a Saturday by Tricil (who are licensed to provide this service) is \$4,000 per day or \$16,000 for four Saturdays.

It is necessary to provide residents with a continual, convenient opportunity to dispose of hazardous wastes (including batteries) on a regular basis. If this is done it will help reduce the chance of contaminants entering landfill sites and/or energy-from-waste plants and thus ensure a safer environment.

RECOMMENDATION:

- (a) That Tricil be retained to pick up household hazardous waste on Saturday, September 16, 23, 30 and October 7 (door-to-door) at a cost of \$16,000.
- (b) That an improved Public Information Program be implemented as soon as possible with respect to the availability of the Tricil Plant and the Britannia Landfill Site for hazardous waste disposal on a six-day-a-week basis.
- (c) That the Region of Peel be requested to participate both financially and technically in this hazardous waste disposal program.

Mr. Taylor advised that there were still some details to work out regarding the costs of the program and that a report would be brought back to the Committee in August when the costs are finalized.

A.02.03.03.12.A
F.08.02

Amended
See Recommendation OW-271-89

19.

Memorandum dated July 7, 1989, from the Commissioner of Public Works regarding the report dated February 13, 1989, considered by the Operations and Works Committee on February 21, 1989, regarding parking/stopping prohibitions on Sherwoodtowne Boulevard. This matter was referred to the Mayor, the Ward Councillor and Staff to be dealt with at their meeting with the owners of the Village Offices of Sherwoodtowne to discuss alternative solutions to the parking deficiency identified in the report dated February 20, 1989 from the Commissioner of Planning and Building.

At present, temporary parking restrictions are in effect on Sherwoodtowne Boulevard to accommodate the construction of the Rathburn Road/Hurontario Street/Sherwoodtowne Boulevard Interchange. It is expected that construction will be completed in the next few weeks and at that time Sherwoodtowne Boulevard will be open to traffic from the Highway 403 eastbound ramp and Hurontario Street. In the interest of safety, parking should be permanently restricted along Sherwoodtowne Boulevard.

Councillor Dale again expressed frustration with the parking deficiencies in this complex and requested a report from the Commissioner of Planning and Building on the following items which have aggravated the situation:

- (i) Identify any illegal uses within the complex;
- (ii) Identify those storage areas which were converted to office uses and approved by the Committee of Adjustment;
- (iii) If illegal uses exist, how were occupancy permits obtained.

F.06.04.02

See Recommendation OW-272-89 (F. McKechnie)

20.

Report dated July 11, 1989, from the Commissioner of Public Works regarding the proposed reduction of 72-Hour On-Street Parking.

In a report dated January 23, 1989 to the Operations and Works Committee the Public Works Department recommended that all 72-hour on-street parking be reduced to a maximum of 12 hours. This recommendation was the result of an ongoing review by Public Works staff with respect to the problems experienced pertaining to derelict vehicles, enforcement, school bus parking, as well as road maintenance, snow removal and garbage pick-up. This reduction was to be implemented on June 1, 1989 and was subsequently deferred by City Council.

Notices advising residents of said proposal were placed in the Mississauga News City Page during the months of May and June, and on individual vehicles parked in the existing 72-hour designations. This included 1250 Mississauga Valley Boulevard which was inadvertently missed on the plan accompanying the initial report. The notices indicated the reasons behind the proposal and a telephone number to contact the Public Works Department to express any concerns.

The feedback received by Public Works staff amounted to approximately 25 complaints, including a petition. About half of the complaints were received from residents of 6855 Glen Erin Drive and the remainder split between Mississauga Valley Boulevard and the Queen Street West/Shawnmarr Road area. The petition was from 322 Lakeshore Road West and included 18 signatures.

Generally this feedback pertained to the inconvenience that the proposed reduction would create, related to the time differential between arriving home from work in the evening and leaving for work the following morning. Most residents indicated that this time period amounted to about 14 or 15 hours. Some concern was raised related to the desire to park vehicles over a week-end without having to move the vehicle.

In this regard, it would appear that a compromise of reducing 72-hour parking to a 15-hour maximum would satisfy most concerns from the residents' point of view, as well as those of the Public Works Department. While 15-hour parking would be more difficult to enforce than 12-hour parking it would be considered manageable.

The Public Works Department is of the opinion that a compromise permitting 15-hour on-street parking would fulfill the major needs of the residents by permitting overnight parking between the time of arrival home from work until departure for work the following morning. Further, said compromise would be considered manageable by the Public Works Department with respect to enforcement and general maintenance concerns.

In order to standardize long-term on-street parking across the City a further report will be submitted to the Operations and Works Committee to increase the current 12-hour designations to 15-hours maximum.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement a reduction in time duration from 72-hours to a maximum 15-hours on-street parking on Barsuda Drive, Bromsgrove Road, Carletta Drive, Gananoque Drive, Glen Erin Drive, Goreway Drive, John Street, Kirwin Avenue, Littlejohn Lane, Mississauga Valley Boulevard, Pine Avenue North, Queen Street West, Shelter Bay Road, South Millway, Third Street and Westminster Place.

Mr. Taylor advised that after input and feedback, Staff are recommending that 15 hour on street parking be permitted in these areas as opposed to the 12 hour which was originally recommended.

Councillor Prentice recommended that the report be referred to the next Operations and Works Committee meeting to allow time for further consideration and in light of the fact that Councillor Kennedy was absent and a number of the streets affected are in his area.

Councillor Dale requested that Staff provide him with a comparison of the approved parking standards with the current standards and the proposed standards of those buildings on Mississauga Valley Boulevard affected by this recommendation.

F.06.04.02

See Recommendation OW-273-89 (M. Prentice)

21. **Plastics Recycling Program**

Mr. Taylor displayed to the Committee the sign to be placed on all Mississauga Transit buses announcing the implementation of the plastics recycling program.

RECOMMENDATION:

That the sign to be placed on all Mississauga Transit buses announcing the implementation of the plastics recycling program presented to the Operations and Works Committee on July 12, 1989, be received for information.

F.05.04.05

Received

See Recommendation OW-273-89 (M. Prentice)

22. **Temporary Waiver of 3 Hour On Street Parking - 2121 Rathburn Road East**

Council at its meeting on June 14, 1989, passed the following resolution:

'Whereas a portion of the underground parking structure area for the building located at 2121 Rathburn Road East requires immediate maintenance works and is in the process of reconstruction as of June 12, 1989; And whereas residents of 2121 Rathburn Road East are therefore experiencing difficulty in parking their cars, as the above ground on site parking facilities cannot accommodate the ten vehicles currently utilizing this underground area;

Therefore be it resolved that permission be granted to the tenants of 2121 Rathburn Road East (Shelter Corporation) for the parking of ten (10) tenants' vehicles in that the parking by-law provisions citing prohibitions and the 3 hour maximum on street parking on both sides of Rathburn Road East from the east limit of the road to a point 35 metres westerly, be temporarily waived to permit on street parking at all times on Rathburn Road, for approximately five (5) weeks between June 12, 1989 and July 17, 1989.

Councillor Prentice recommended that this temporary waiver be extended to for one month to August 18, 1989, as the repair works are taking longer than expected. This motion was voted on and carried.

RECOMMENDATION:

That the 3 hour maximum on street parking prohibition which was temporarily waived by Resolution 292-89 adopted on June 14, 1989, for the tenants of 2121 Rathburn Road East (Shelter Corporation) between June 12, 1989 to July 17, 1989 be extended to August 18, 1989.

F.06.04.02

Approved

See Recommendation OW-275-89 (M. Prentice)

23. **Siting of Homes Adjacent to Fenced Walkways**

Councillor Southorn advised that a ratepayer has expressed concern with the fencing of the walkway adjacent to his residence in that the lot frontage and the siting of the home on the lot is such that the front window faces the frost fence which is placed adjacent to the walkway. Councillor Southorn recommended that the fence adjacent to the homes on Riverside Place be limited to the corner of the house and that Staff review this matter to eliminate such problems in future plans/

RECOMMENDATION:

- (a) That the fence between the pedestrian walkway and the residences on Riverside Place be limited to the corner of the house.
- (b) That the Planning and Building Department review the location of walkways on crescents so that the adjacent lots have uniform frontages and the homes can be situated in such a way that they will not overlook the fenced walkways.

C.02.01

Approved

See Recommendation OW-276-89 (T. Southorn)

24. **Westwood Mall Transit Study**

Councillor McKechnie advised that the situation at the Mall requires immediate attention and that Staff should prepare a report for Council's consideration at its meeting on July 17, 1989, regarding the matter.

RECOMMENDATION:

That the Commissioner of Public Works be directed to prepare a report for the Council meeting scheduled for July 17, 1989, regarding a direct appointment of a consultant to conduct a study to determine the future transit needs at the Westwood Mall Transit Terminal.

D.01.02

Approved

See Recommendation OW-277-89 (F. McKechnie)

Recommendations:

As per Report 13-89

Adjournment:

11:25 A.M.

THE OPERATIONS AND WORKS COMMITTEE

JULY 12, 1989

REPORT 13-89

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its thirteenth report and recommends:

OW-256-89 (a) That the slide presentation to the Operations and Works Committee on July 12, 1989, on behalf of the Streetsville Business Improvement Association with respect to those properties in Streetsville in apparent contravention of the Property Standards By-law be received for information.

(b) That the Commissioner of Public Works prepare a report for consideration during budget discussions regarding the Staff complement of the Property Standards Section of the Public Works Department.

(c) That the Commissioner of Public Works prepare a report for a future Operation and Works Committee meeting on the feasibility of providing priority street sweeping to the commercial areas of the City.

(d) That the Commissioner of Public Works prepare a report outlining appropriate criteria to control refuse dumpsters on industrial-commercial properties such as permit fee, type of enclosure, location, etc.

(e) That the City Solicitor prepare a report for a future Operations and Works Committee meeting on the provisions of the Property Standards By-law.

(f) That the Commissioner of Recreation and Parks prepare a report on the feasibility of appointing by-law officers to control and patrol City parks, especially during the summer months on a full time basis.

A.01.08.04
(OW-256-89)

OW-257-89 (a) That the presentation to the Operations and Works Committee on July 12, 1989, by the Region of Peel regarding the timing and construction of Regional roads in the north-west quadrant of Mississauga, specifically Britannia Road, Derry Road, Erin Mills Parkway, and Mississauga Road be received for information.

(b) That the Operations and Works Committee Recommendation OW-199-89 of May 25, 1989, as adopted by Council on June 14, 1989, regarding the Development/Transportation Staging Studies be amended in part (a) to include the Streetsville Secondary Plan.

D.01.02
(OW-257-89)

OW-258-89 That after the three month experimental period for the installation newspaper hitching posts that a further report be prepared evaluating the experiment and recommending a design, location criteria, financing and controls.

F.05.05
(OW-258-89)

OW-259-89 (a) That the 1989 Traffic Signal Capital Installation Budget be revised as follows:

	City Funded Locations (\$000)	Developer Funded Locations (II) (\$000)	Total 1989 Budget (\$000)
Gross Cost	349	715	1,064
M.T.O. Subsidy	(90)	NIL	(90)
Contributions	NIL	(715)	(715)
Net City Cost	259	NIL	259

(b) That \$64,000 in additional funding be allocated from the Capital Contingency account within the Capital Reserve Fund, and the necessary by-law be enacted.

(c) That the 1989 Traffic Signal Capital Installation Program be revised as follows:

Truscott Drive/Lewisham Drive;
Mavis Road/Central Parkway;
Kennedy Road/Traders Boulevard/Coopers Avenue;
Confederation Parkway/Paisley Boulevard;
Tomken Road/Timberlea Boulevard (south intersection).

July 12, 1989

(d) That the Ministry of Transportation Ontario be advised that the Council of the City of Mississauga is extremely concerned over the significant reduction in the 1989 level of supplementary subsidy provided to the City of Mississauga for traffic signal installations and modernization works.

A.02.03.02.07
J.05.89043
(OW-259-89)

OW-260-89 That the reconstruction of Eglinton Avenue from Mississauga Road to the Erin Mills Parkway be undertaken by the City in 1989 subject to the following:

(a) that the Erin Mills Development Corporation provide \$2.4 Million in the form of a Letter of Credit to the City of Mississauga for construction of Eglinton Avenue between Erin Mills Parkway and Mississauga Road.

(b) that the Erin Mills Development Corporation be granted a future Road Improvement levy credit on approximately 83.68 hectares of land to be developed in the area west of Winston Churchill Blvd. between Britannia Road and Highway 403.

(c) that the Ministry of Transportation Ontario provide additional subsidy in the amount of \$1.0 million for the construction of this road segment.

(d) that the exact contribution and resulting hectares of land to which levy credits apply referred to in a) and b) be revised on completion of the project based on actual costs incurred and the current Road Improvement levy rate of \$28,679.62 per hectare.

(e) That the timing of the works be scheduled so as not to conflict with the partial closure of Mississauga Road for bridge reconstruction from July 10 to November 3, 1989.

J.05.89018
(OW-260-89)

OW-261-89 That the City contribute one third of the costs to the construction of a storm drainage channel from the Second Line West a distance of approximately 1,000 feet on the Regional Landfill Lands to a maximum of \$300,000, subject to easements from the Region of Peel, with funding to be allocated from the 1989 storm sewer oversizing program, and or levy credits in the appropriate financial agreements.

T-86087
(OW-261-89)

OW-262-89 That the following be applicable in regard to the Major Road Improvement Levies payable for Plan T-87031, T-88041 and M-900:

- (a) that the Financial Agreement for the Orlando Corporation Plan T-87031 indicate that no Major Road Improvement Levies are payable to the City for this development.
- (b) that the Major Road Improvement Levy for Orlando Corporation Plan T-88041 be waived on 18.4 ha of their development.
- (c) that the Major Road Improvement Levy for the Orlando Corporation Plan 43M-900 be waived.
- (d) that the Letter of Credit in the amount of \$924,263.38 being the deposit made by the developer for Registered Plan 43M-900 as payment for the Major Road Improvement Levies be returned to Orlando Corporation.

T-87031

T-88041

M-0900

(OW-262-89)

OW-263-89 (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Sound Homes Residential Subdivision, Plan 43M-627, located east of Cawthra Road and north of Burnhamthorpe Road East.

- (b) That the City Treasurer be authorized to return the Letter of Credit for Plan 43M-627 (currently valued at \$79,989.72), to the developer, 530703 Ontario Inc. and Mulock Industrial Developments Limited.
- (c) That a by-law be enacted establishing the road allowance within Plan 43M-627 as public highway and part of the municipal system of the City of Mississauga.

M-0627

(OW-263-89)

OW-264-89 (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Starlight Crescent Residential Subdivision, Plan 43M-632, located east of Tomken Road and north of Rathburn Road East.

- (b) That the City Treasurer be authorized to return the Letter of Credit for Plan 43M-632, (currently valued at \$133,118.86), to the developer, Ventro Construction Limited.
- (c) That a by-law be enacted establishing the road allowance within Plan 43M-632 as public highway and part of the municipal system of the City of Mississauga.

M-0632

(OW-264-89)

OW-265-89 That Building Department Condition 5 of Schedule 'C' of the Servicing Agreement for Creditview Estate Homes Limited, Rivergrove Subdivision, Phase IV, Plan 43M-759, located south of Britannia Road West and west of Creditview Road, be waived with respect to Lot 104, subject to the approval of a detailed site and grading plan by the Credit Valley Conservation Authority.

M-0759
(OW-265-89)

OW-266-89 (a) That the Recommendation OW-249-89 of June 21, 1989 as adopted by Council on June 26, 1989, regarding the naming of the private road in Condominium Corporation No. 196, be rescinded.

(b) That the name "Moonstream" be approved as a street name for the private road for Peel Condominium Corporation No. 196, located at the south-east corner of Montevideo Road and Battleford Road.

(c) That a standard City of Mississauga street name sign indicating the new street with a second blade indicating "PRIVATE ROAD" be erected on Montevideo Road at the appropriate location.

(d) That the cost of the sign be borne by the Condominium Corporation but erected by City forces.

(e) That the units within the development retain their existing numbering.

PCC 196
F.02.07.01
(OW-266-89)

OW-267-89 That a by-law be enacted to authorize execution of the Quit Claim of Parts 1 and 2 of Reference Plan, 43R-16904 being a portion of the 9.7 metre wide storm sewer easement described as Part 2, Plan 43R-14899, being Part of Block 10, Plan 43M-533 (Airport Square Development Limited, located north of Eglinton Avenue East/east of Dixie Road).

M-0533
(OW-267-89)

OW-268-89 That the City Clerk be authorized to undertake the necessary procedures to stop up and convey those portions of Ironstone Court & Harrow Street described as Part 1 & 2 on Reference Plan 43R 3569 and Part 2, 3, 6 & 7 on Reference Plan 43R 15524 (577181 Ontario Limited).

OZ/52/84
F.02.03
(OW-268-89)

OW-269-89 That the policy for the funding and installation of traffic signal fire pre-emption equipment be as follows:

- (a) that developer funded traffic signals be equipped with fire vehicle pre-emption capability during construction of the new signals and that the funding for this work be provided from the Traffic Signal Reserve Account of the General Municipal Development Reserve Fund;
- (b) that new traffic signals funded by the jurisdictions of The Regional Municipality of Peel and the Ministry of Transportation Ontario be equipped with fire vehicle pre-emption capability during the construction of the new signals upon approval from The Regional Municipality of Peel and the Ministry of Transportation Ontario as required, and the funding for this work be provided from the annual Capital Budget for fire pre-emption equipment;
- (c) that new traffic signals funded by the City of Mississauga be equipped with fire pre-emption capability during the construction of the new signals and the funding for this work be provided from the Capital Budget for traffic signals;
- (d) that existing traffic signals requiring installation of fire vehicle pre-emption capability continue to be funded from the annual Capital Budget for fire pre-emption equipment.

J.05.89043

J.05.89200

(OW-269-89)

OW-270-89 That the Public Works Department be requested to locate a suitable site for the composting pilot project and report to the Operations and Works Committee meeting scheduled for August 9, 1989 and that Councillor D. Culham be appointed liaison between the City of Mississauga and the Region of Peel on this project.

F.05.04.07

(OW-270-89)

OW-271-89 (a) That the Public Works Department make arrangements with Tricil to pickup household hazardous waste on Saturday, September 16, 23, 30 and October 7 (door-to-door) and report back to the Operations and Works Committee meeting scheduled for August 9, 1989.

(b) That an improved Public Information Program be implemented as soon as possible with respect to the availability of the Tricil Plant and the Britannia Landfill Site for hazardous waste disposal on a six day a week basis.

(c) That the Region of Peel be requested to participate both financially and technically in this hazardous waste disposal program.

A.02.03.03.12.A.

F.08.02

(OW-271-89)

OW-272-89 That with respect to the Village Offices of Sherwoodtowne, the Planning and Building Department prepare a report on the following:

- (a) identify any illegal uses within the complex;
- (b) identify those storage areas which were converted to office uses and approved by the Committee of Adjustment;
- (c) if illegal uses exist, how were occupancy permits obtained.

F.06.04.02
(OW-272-89)

OW-273-89 That the report dated July 11, 1989, from the Commissioner of Public Works regarding the proposed reduction of 72 hour on street parking be referred to the Operations and Works Committee meeting scheduled for August 9, 1989.

F.06.04.02
(OW-273-89)

OW-274-89 That the sign to be placed on all Mississauga Transit buses announcing the implementation of the plastics recycling program presented to the Operations and Works Committee on July 12, 1989, be received for information.

F.05.04.05
(OW-274-89)

OW-275-89 That the 3 hour maximum on street parking prohibition which was temporarily waived by Resolution 292-89 adopted on June 14, 1989, for the tenants of 2121 Rathburn Road East (Shelter Corporation) between June 12, 1989 to July 17, 1989 be extended to August 18, 1989.

F.06.04.02
(OW-275-89)

OW-276-89 (a) That the fence between the pedestrian walkway and the residences on Riverside Place be limited to the corner of the house.
(b) That the Planning and Building Department review the location of walkways on crescents so that the adjacent lots have uniform frontages and the homes can be situated in such a way that they will not overlook the fenced walkways.

C.02.01
(OW-276-89)

OW-277-89 That the Commissioner of Public Works be directed to prepare a report for the Council meeting scheduled for July 17, 1989, regarding a direct appointment of a consultant to conduct a study to determine the future transit needs at the Westwood Mall Transit Terminal.

D.01.02
(OW-277-89)

OW-278-89 That the request dated May 23, 1989 from Jagpal Gill for permission to transfer Taxicab business plate #198, be granted provided he meets the following provisions:

- a) provides written proof of acceptance into the University of Bradford.
- b) provides written proof that the amount of money received for sale of taxicab business (plate #198) does not exceed the purchase amount plus 5% that Mr. Gill paid for said business.

L.08.04.02(A)
(PVA-5-19-89)

OW-279-89 Whereas on June 1, 1989, after a waiting period of ten years on the Priority List, Mr. Peter Danevicius was issued a Mississauga Taxicab Owner's Licence #447;

And Whereas owing to a deterioration in Mr. Danevicius' health, he has found it necessary to request permission to sell and/or transfer his Mississauga Taxicab Owner's Licence #447;

And Whereas it has been determined that Mr. Danevicius is making this request owing to his deteriorating health and not as a speculator in taxicab plates;

Therefore be it resolved that the request dated June 14, 1989 from Mr. Peter Danevicius for permission to sell and/or transfer his Mississauga Taxicab Owner's Licence #447 be granted on the condition that it is not the intent of Mr. Danevicius to be on the Priority List at any time in the future.

L.08.04.02(A)
(PVA-5-20-89)

OW-280-89 That a by-law be prepared to amend By-law 142-89, to implement the recommendations, as amended, of the Leasing Subcommittee contained in the report dated June 19, 1989 from the City Solicitor to the Public Vehicle Authority.

L.08.02
(PVA-5-21-89)

July 12, 1989

OW-281-89 (a) That the petition submitted by Mr. J. Crispo, 1452 Gregwood Road, dated June 27, 1989, with respect to the sidewalk installation on Gregwood Road, be received.

(b) That no action be taken with regard to the request for sidewalks on Gregwood Road.

(c) That the Public Works Department be requested to increase the level of maintenance on the walkway which gives access to Tecumseh Public School property by way of Caldwell Street.

F.06.03.03
(TSC-4-48-89)

OW-282-89 (a) That the report submitted by the Public Affairs Department, dated June 28, 1989 with respect to the Crossing Guard Awareness Promotion Proposal, be received for information.

(b) That a new 'Crossing Guard' brochure and the card produced by the Peel Regional Police 'Co-operation is the Key' Crossing Guard Awareness, be produced in sufficient quantities to be distributed as soon as possible to both School Boards, with the request that the brochure be given to all teachers and students in the City of Mississauga.

(c) That two broadcast quality video tapes, with professional voice-over narration, be produced, (1) demonstrating a site inspection and including a traffic count, a gap study, a pedestrian count etc.; (2) promoting crossing guard awareness, to be used in conjunction with the crossing guard display.

(d) That Public Affairs produce a card handout, to be distributed by Traffic Safety Council members, informing citizens about common concerns regarding traffic safety, particularly in school zones, and also to inform citizens about the workings of the Traffic Safety Council in their community.

(e) That an updated flyer promoting crossing guard awareness be produced by the Public Affairs Department as outlined in the proposal submitted at the June 28, 1989 Traffic Safety Council meeting.

(f) That the display to promote crossing guard awareness, originally designed for Police Week in May, 1989, be used for future occasions with the addition of new photographs as outlined in the proposal submitted by Public Affairs at the June 28, 1989 Traffic Safety Council meeting.

A.03.04.11.02
(TSC-4-49-89)

OW-283-89 (a) That the memo dated June 21, 1989, from William P. Taylor, Commissioner of Public Works, regarding 1989/1990 school times for the Dufferin Peel Roman Catholic Separate School Board and the Peel Board of Education, be received and referred back to staff to consult with the school boards to address concerns with respect to crossing guards.

(b) That should negotiations between staff and the Dufferin Peel Roman Catholic Separate School Board and the Peel Board of Education fail to resolve the difficulties with respect to manning of school crossings, that the Dufferin Peel Roman Catholic Separate School Board and the Peel Board of Education be advised of the times crossing guards will be on duty at required locations, and the respective school boards notify parents of the times and locations crossing guards will not be on duty.

F.06.03.02.01
(TSC-4-50-89)

OW-284-89 That the letter dated June 12, 1989, from T. G. Howe, Regional Business Officer, Peel Board of Education, regarding the shortage of Crossing Guards, be received for information.

F.06.03.02.01
(TSC-4-51-89)

OW-285-89 That the memorandum dated June 9, 1989, from Councillor Donna Lane, regarding a chain link fence adjacent to Burnhamthorpe Road West, be received for information.

M-692, F.06.03.03
(TSC-4-52-89)

OW-286-89 That the report dated June 5, 1989, from the General Manager of the Transit Department, regarding the relocation of a bus stop on Paisley Boulevard near St. Jerome School, be received for information.

F.06.03.02
(TSC-4-53-89)

OW-287-89 That the report dated June 7, 1989, from the General Manager of the Transit Department, regarding the relocation of bus stop No. 0575 northwest of Thorn Lodge Drive and Perron Drive, be received for information.

F.06.03.02
(TSC-4-54-89)

OW-288-89 (a) That no action be taken with respect to placing a crossing guard at the intersection of Rathburn Road and Westminster Place.

(b) That Mrs. Catharine McCaw, 4100 Westminster Place, be informed of the results of the site inspection carried out at Rathburn Road and Westminster Place.

F.06.03.02
(TSC-4-55-89)

OW-289-89 That the report on 1989 Ontario Traffic Conference dated May 7, 1989, submitted by Ken S. Basarke be received for information.

H.05.03
(TSC-4-56-89)

OW-290-89 That the presentation given by Mr. Miller, Mississauga Transit, of a National Safety Council Video entitled 'Children In Traffic', be received for information.

F.06.01
(TSC-4-57-89)

OW-291-89 (a) That the report submitted by the Ad Hoc Committee responsible for recommendations with regard to crossing guards and road lines and signs, dated June 7, 1989, be received for information.

(b) That a Sub-Committee composed of Mr. G. Dell, Mrs. C. Stretton, Mrs. G. Green and Mr. K. Basarke be formed to organize a September Bar-B-Que in appreciation of crossing guards.

A.03.04.11.02
(TSC-4-49-89)

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

WEDNESDAY, JULY 12, 1989, 9:00 A.M.

COMMITTEE ROOM A - CIVIC CENTRE

Members: Councillor H. Kennedy
Councillor M. Prentice
Councillor F. Dale (Chair)
Councillor F. McKechnie
Councillor D. Culham
Councillor N. Iannicca

Prepared by: Linda Mailer, Clerk's Department (896-5425)
Date: July 6, 1989

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - JULY 12, 1989

DEPUTATIONS/PRESENTATIONS - 9:00 A.M.

A. Mr. A. Stabins, on behalf of the Streetsville Business Improvement Association.

A.01.08.04

SEE ITEM 1

B. Mr. J. Savage, Region of Peel

D.01.02

SEE ITEM 2

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	A.01.08.04	Property Standards By-law - Contraventions - Streetsville Area - Streetsville Business Improvement Association
2.	D.01.02	Timing/Construction of Regional Roads - North-west Quadrant of Mississauga
3.	F.05.05	Newspaper Vending Boxes - Experiment with Hitching Posts
4.	A.02.03.02.07 J.05.89043	Traffic Signal Works - Supplementary Subsidy
5.	J.05.89018	Eglinton Avenue Reconstruction - Erin Mills Parkway/Mississauga Road
6.	T-86087	Rivergrove Subdivision - Storm Sewer Outlet for Mavis Road
7.	T-878031	Orlando Corporation - Levy Credits
8.	M-0627	Sound Homes Residential Subdivision - Assumption of Municipal Services
9.	M-0632	Starlight Crescent Residential Subdivision - Assumption of Municipal Services
10.	M-0759	Creditview Estate Homes Limited - Rivergrove Subdivision - Lot 104

July 12, 1989

11.	F.02.07.01	Peel Condominium Corporation No. 196 - Naming of Private Road - "Moonstream"
12.	M-0533	Airport Square Development Limited - Quit Claim of Easements
13.	0Z/52/84 F.02.03	Closure of Part of Ironstone Court/Harrow Street
14.	A.03.04.01	Public Vehicle Authority Report 5-89 - July 5, 1989
15.	A.03.04.11.02	Traffic Safety Council Report 4-89 - June 28, 1989

CITY OF MISSISSAUGA

AGENDA

OPERATIONS AND WORKS COMMITTEE

JULY 12, 1989

DEPUTATIONS/PRESENTATIONS - 9:00 A.M.

A. Mr. A. Stabins, on behalf of the Streetsville Business Improvement Association.

A.01.08.04

SEE ITEM 1

B. Mr. J. Savage, Region of Peel

D.01.02

SEE ITEM 2

MATTERS FOR CONSIDERATION:

1. Slide presentation by the Streetsville Business Improvement Association with respect to those properties in Streetsville in contravention of the Property Standards By-law.

A.01.08.04

2. Presentation by the Region of Peel regarding the timing and construction of Regional roads in the north-west quadrant of Mississauga.

This presentation was requested by the Committee subsequent to the report (copy attached) dated May 25, 1989, from the Commissioner of Public Works regarding the Development/Transportation Staging Studies. Part (e) of the recommendations as adopted reads as follows:

'(e) That the Interim Staging Guidelines contained in the report dated May 25, 1989, from the Commissioner of Public Works not apply to and draft plan approval be withheld for the following planning districts pending the recommendations of the development/transportation staging studies:

- Winston Churchill
- Lisgar
- Meadowvale Village
- Meadowvale North Business Park.'

D.,01.02

3. Report dated July 10, 1989, from the Commissioner of Planning and Building with respect to an experiment agreed to by the newspaper vendors and Staff for the installation of "hitching posts" for the sale of newspapers.

The posts are being paid for by the news vendors. After a three month trial period, it will be evaluated on the basis of resistance to vandalism and weather, and feedback from the vendors, City Staff, the P.U.C.C. and the Public.

RECOMMENDATION:

That after the three month experimental period for the installation newspaper hitching posts that a further report be prepared evaluating the experiment and recommending a design, location criteria, financing and controls.

F.05.05

RECOMMEND ADOPTION

4. Report dated June 27, 1989, from the Commissioner of Public Works regarding the Ministry of Transportation Ontario Supplementary Subsidy for Traffic Signal Works.

Council, at its meeting on March 13, 1989 adopted Resolution 110-89 which revised the proposed 1989 City funded signal installations.

These installations were included in the City of Mississauga's application to the Ministry of Transportation Ontario for supplementary traffic signal subsidy. Based on the estimated cost of these new installations and modernization and expenditure carry-overs from the 1987/88 signal installation programs, subsidy was requested to support \$364,870 in expenditures during 1989.

A total of \$182,435 in subsidy would be required to fully support these proposed 1989 expenditures at a 50% subsidy level.

Traffic signal warrants have been met at five locations in the City and it is desirable to provide traffic signals at each of these locations in the 1989 construction season. The normal 50% rate of Ministry of Transportation Ontario subsidy expected for this work has effectively been reduced to 26% by the Ministry of Transportation Ontario in their 1989 subsidy allocation for the construction of traffic signals. This reduced rate of subsidy produces a funding shortfall in the amount of \$64,000.

After the subsidy request was submitted to the Ministry of Transportation Ontario a traffic study at the intersection of Tomken Road and Timberlea Boulevard (south intersection) indicated that signal warrants are met. The original program included the modernization of Hurontario Street and Park Street. This modernization should be delayed and replaced with the signalization of Tomken Road and Timberlea Boulevard (south intersection).

RECOMMENDATION:

(a) That the 1989 Traffic Signal Capital Installation Budget be revised as follows:

	City Funded Locations (\$000)	Developer Funded Locations (II) (\$000)	Total 1989 Budget (\$000)
Gross Cost	349	715	1,064
M.T.O. Subsidy	(90)	NIL	(90)
Contributions	NIL	(715)	(715)
Net City Cost	259	NIL	259

(b) That \$64,000 in additional funding be allocated from the Capital Contingency account within the Capital Reserve Fund, and the necessary by-law be enacted.

(c) That the 1989 Traffic Signal Capital Installation Program be revised as follows:

Truscott Drive/Lewisham Drive;
Mavis Road/Central Parkway;
Kennedy Road/Traders Boulevard/Coopers Avenue;
Confederation Parkway/Paisley Boulevard;
Tomken Road/Timberlea Boulevard (south intersection).

(d) That the Ministry of Transportation Ontario be advised that the Council of the City of Mississauga is extremely concerned over the significant reduction in the 1989 level of supplementary subsidy provided to the City of Mississauga for traffic signal installations and modernization works.

A.02.03.02.07
J.05.89043

RECOMMEND ADOPTION

5. Report dated July 4, 1989, from the Commissioner of Public Works regarding the reconstruction of Eglinton Avenue from Erin Mills Parkway to Mississauga Road.

The section of Eglinton Avenue between Erin Mills Parkway and Mississauga Road is scheduled to be reconstructed in 1991 in accordance with the 1989 to 1998 Capital Budget forecast. The Capital Budget cost estimate was based on a four-lane roadway with full intersection improvements.

The bridges over the Credit River are expected to be completed towards the end of 1990 meaning that if the section between Mississauga Road and Erin Mills Parkway was constructed in 1991 it would be the last section of the Eglinton Avenue project to be completed.

It is in the City's interests in order to expedite the construction of Eglinton Avenue between Erin Mills Parkway and Mississauga Road to enter into an agreement with the Erin Mills Development Corporation to provide approximately \$2.4 million in funding and to grant Erin Mills Development Corporation an exemption from the future Major Road Improvement levies equal to their contribution on lands to be developed in the area north of Highway 403, west of Winston Churchill and south of Britannia Road, based on the existing Major Road Improvement levy rate of \$28,679.62 per hectare (approximately 83.68 hectares).

RECOMMENDATION:

That the reconstruction of Eglinton Avenue from Mississauga Road to the Erin Mills Parkway be undertaken by the City in 1989 subject to the following:

- (a) that the Erin Mills Development Corporation provide \$2.4 Million in the form of a Letter of Credit to the City of Mississauga for construction of Eglinton Avenue between Erin Mills Parkway and Mississauga Road.
- (b) that the Erin Mills Development Corporation be granted a future Road Improvement levy credit on approximately 83.68 hectares of land to be developed in the area west of Winston Churchill Blvd. between Britannia Road and Highway 403.
- (c) that the Ministry of Transportation Ontario provide additional subsidy in the amount of \$1.0 million for the construction of this road segment.
- (d) that the exact contribution and resulting hectares of land to which levy credits apply referred to in a) and b) be revised on completion of the project based on actual costs incurred and the current Road Improvement levy rate of \$28,679.62 per hectare.

J.05.89018

RECOMMEND ADOPTION

6. Report dated July 5, 1989, from the Commissioner of Public Works regarding the storm outlet through Rivergrove Subdivision.

With the development of the Rivergrove Subdivision it is now possible to complete the storm sewer outlets for Mavis Road. However, in order to finalize the drainage system to the Second Line it is necessary to construct a channel on the Region of Peel lands adjacent to the landfill site. The lands benefiting from this work should pay the cost and arrangements have been made from Lakeview and Barstev to pay one third of the cost each. The estimated cost is \$900,000.

RECOMMENDATION:

That the City contribute one third of the costs to the construction of a storm drainage channel from the Second Line West a distance of approximately 1,000 feet on the Regional Landfill Lands to a maximum of \$300,000, subject to easements from the Region of Peel, with funding to be allocated from the 1989 storm sewer oversizing program, and or levy credits in the appropriate financial agreements.

T-86087

RECOMMEND ADOPTION

7. Report dated June 27, 1989, from the Commissioner of Public Works regarding an exemption from Major Road Improvement Levies to be granted to Orlando Corporation for their industrial developments T-87031 and M-900 and a reduction of the Major Road Improvement Levy to be granted to Orlando Corporation for their industrial development, T-88041.

RECOMMENDATION:

That the following be applicable in regard to the Major Road Improvement Levies payable for Plan T-87031, T-88041 and M-900:

- (a) that the Financial Agreement for the Orlando Corporation Plan T-87031 indicate that no Major Road Improvement Levies are payable to the City for this development.
- (b) that the Major Road Improvement Levy for Orlando Corporation Plan T-88041 be waived on 18.4 ha of their development.
- (c) that the Major Road Improvement Levy for the Orlando Corporation Plan 43M-900 be waived.
- (d) that the Letter of Credit in the amount of \$924,263.38 being the deposit made by the developer for Registered Plan 43M-900 as payment for the Major Road Improvement Levies be returned to Orlando Corporation.

T-87031
T-88041
M-0900

RECOMMEND ADOPTION

8. Report dated June 19, 1989, from the Commissioner of Public Works regarding the assumption of the municipal services of the Sound Homes Residential Subdivision, Registered Plan 43M-627, located east of Cawthra Road and north of Burnhamthorpe Road East.

The developer has paid \$1,001.00 cash-in-lieu of a minor sidewalk repair, to be completed this year under this department's 1989 Repair Contract. This department has received a cash contribution of \$11,700.00 from the developer, 530703 Ontario Inc., being the cost estimate for the future removal of the temporary turning circle at the end of Wetherby Lane, complete with reinstatement, upon the development of the adjacent lands.

It is now in order for the City of Mississauga to assume the municipal works in Plan 43M-627 and return the remaining securities to the developer.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Sound Homes Residential Subdivision, Plan 43M-627, located east of Cawthra Road and north of Burnhamthorpe Road East.
- (b) That the City Treasurer be authorized to return the Letter of Credit for Plan 43M-627 (currently valued at \$79,989.72), to the developer, 530703 Ontario Inc. and Mulock Industrial Developments Limited.
- (c) That a by-law be enacted establishing the road allowance within Plan 43M-627 as public highway and part of the municipal system of the City of Mississauga.

M-0627

RECOMMEND ADOPTION

9. Report dated June 14, 1989, from the Commissioner of Public Works regarding the assumption of the municipal services for Starlight Crescent Residential Subdivision, Plan M-632, located east of Tomken Road and north of Rathburn Road East.

The developer has paid cash-in-lieu of minor curb sidewalk and asphalt repairs. These repairs are to be completed this year under this department's 1989 Repair Contract.

As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of the municipal services.

It is now in order for the City of Mississauga to assume the municipal works in Plan M-632 and return the remaining securities to the developer.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Starlight Crescent Residential Subdivision, Plan 43M-632, located east of Tomken Road and north of Rathburn Road East.
- (b) That the City Treasurer be authorized to return the Letter of Credit for Plan 43M-632, (currently valued at \$133,118.86), to the developer, Ventro Construction Limited.
- (c) That a by-law be enacted establishing the road allowance within Plan 43M-632 as public highway and part of the municipal system of the City of Mississauga.

M-0632

RECOMMEND ADOPTION

10. Report dated June 26, 1989, from the Commissioner of Public Works regarding the waiving of Building Department Condition 5 of Schedule 'C' of the Servicing Agreement with respect to Lot 104, Plan 43M-759, Creditview Estate Homes Limited, Rivergrove Subdivision, Phase IV, south of Britannia Road West and west of Creditview Road.

Under the terms of the Servicing Agreement, the developer agreed that a minimum setback of 15.0 m for all buildings and structures, and a minimum setback of 30.0 m for principal structures is required from the approved top-of-bank of the Credit River for Lot 104, located adjacent to the Credit River.

The two-storey, single-family dwelling proposed for Lot 104 has been designed to provide a setback of 12.5 m± from the greenbelt zone. The developer has stated that due to the configuration of the lot, the dwelling has been sited as far forward as possible, however, one corner of the dwelling has encroached into the required 99.0 m setback by approximately 2.5 m.

The Committee of Adjustment has reviewed this request and has granted a variance in setback as requested subject to the approval of a detailed site and grading plan by the Credit Valley Conservation Authority.

RECOMMENDATION:

That Building Department Condition 5 of Schedule 'C' of the Servicing Agreement for Creditview Estate Homes Limited, Rivergrove Subdivision, Phase IV, Plan 43M-759, located south of Britannia Road West and west of Creditview Road, be waived with respect to Lot 104, subject to the approval of a detailed site and grading plan by the Credit Valley Conservation Authority.

M-0759

RECOMMEND ADOPTION

11. Report dated July 4, 1989, from the Commissioner of Public Works regarding the proposed name for Peel Condominium Corporation No. 196, 6245 Montevideo Road.

The Operations and Works Committee, at its meeting on June 21, 1989, considered a report dated May 31, 1989 relating to a request by Mr. Paul D. Squires, the solicitor for Peel Condominium Corporation 196, for approval of a street name for their private condominium road off Montevideo Road.

The Operations and Works Committee recommended the following:

OW-249-89 That the name "Moonstream" be approved as a street name for the private road for Condominium Corporation No. 196, located at the south-east corner of Montevideo Road and Battleford Road.

Subsequent to this recommendation it was noted that the legal procedure to name the private road would have to be followed in accordance with our standard requirements.

RECOMMENDATION:

- (a) That the Recommendation OW-249-89 of June 21, 1989 as adopted by Council on June 26, 1989, regarding the naming of the private road in Condominium Corporation No. 196. be rescinded.
- (b) That the name "Moonstream" be approved as a street name for the private road for Peel Condominium Corporation No. 196, located at the south-east corner of Montevideo Road and Battleford Road.
- (c) That a standard City of Mississauga street name sign indicating the new street with a second blade indicating "PRIVATE ROAD" be erected on Montevideo Road at the appropriate location.
- (d) That the cost of the sign be borne by the Condominium Corporation but erected by City forces.
- (e) That the units within the development retain their existing numbering.

PCC 196
F.02.07.01

RECOMMEND ADOPTION

12. Report dated June 2, 1989, from the City Clerk regarding a quit claim of two portions of the easement described as Part 2, Plan 43R-14899 being Parts 1 and 2 of Reference Plan, 43R-16904, Airport Square Development Limited, Part of Block 10, Registered Plan 43M-533, located north of Eglinton Avenue East and east of Dixie Road.

The Department has reviewed the proposed details indicating the encroachment of a portion of the building at 2605 Eglinton Avenue East within the limits of the 9.7 metre wide storm sewer easement adjacent to Eglinton Avenue.

No foundation bearing loads will influence the existing storm sewer and adequate space remains for maintenance of the storm sewer facility.

The applicant has provided a reference plan depicting the affected areas and has forwarded the necessary Quit Claim of Easement documentation to the Legal Department for execution by the City.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Quit Claim of Parts 1 and 2 of Reference Plan, 43R-16904 being a portion of the 9.7 metre wide storm sewer easement described as Part 2, Plan 43R-14899, being Part of Block 10, Plan 43M-533 (Airport Square Development Limited, located north of Eglinton Avenue East/east of Dixie Road).

M-0533

RECOMMEND ADOPTION

13. Report dated June 28, 1989, from the City Clerk regarding the closure of part of Ironstone Court and Harrow Street.

As a condition of Rezoning Application OZ/25/84, the owner is required to purchase part of the untravelled portion of Ironstone Court and Harrow Street from the City and to acquire surplus lands from the Metro Toronto Region Conservation Authority. To facilitate the rezoning application the MTRCA is prepared to exchange Part 4 for the untravelled portions of Ironstone Court and Harrow Street described as Parts 3 & 7. A flood control berm was constructed on these lands in the early 1970's by the MTRCA and they wish to retain ownership in their name. The Planning and Building and Public Works Departments have reviewed the proposals and are in agreement with the exchange of lands with the MTRCA and sale to 577181 Ontario Limited as part of Rezoning Application OZ/25/84.

RECOMMENDATION:

That the City Clerk be authorized to undertake the necessary procedures to stop up and convey those portions of Ironstone Court & Harrow Street described as Part 1 & 2 on Reference Plan 43R 3569 and Part 2, 3, 6 & 7 on Reference Plan 43R 15524 (577181 Ontario Limited).

OZ/52/84
F.02.03

RECOMMEND ADOPTION

14. Report 5-89 of the Public Vehicle Authority meeting held on July 4, 1989.

A.03.04.01

RECOMMEND ADOPTION

15. Report 4-89 of the Traffic Safety Council meeting held on June 28, 1989.

A.03.04.11.02

RECOMMEND ADOPTION



Corporate Report

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Clerk's Files

JUN 7 1989

OPERATIONS/WORKS

Originator's
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OPERATIONS/WORKS JUL 12 1989

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DATE: May 25, 1989

TO: Chairman and Members of the Operations and Works Committee.

FROM: William P. Taylor, P.Eng., Public Works Department

SUBJECT: Development/Transportation Staging Studies

ORIGIN: City Council meeting of April 24, 1989.

BACKGROUND: At its meeting on April 24, 1989, City Council had before it a report dated April 10, 1989, from the Commissioner of Public Works entitled, 'Transportation Planning for Development'. Council adopted, among other things, the following recommendations:

- "a) That development/transportation staging studies be initiated for the following planning district areas:
 - Hurontario
 - East Credit
 - Central Erin Mills
 - Lisgar
 - Winston Churchill
 - Meadowvale Village
 - Derry
 - Airport South
 - Britannia West
 - Meadowvale North Business Park
 - Dundas-Fairview
- b) That development applications in the above-noted areas which are in conformity with the currently approved secondary plans continue to be processed.
- c) That development applications in the above-noted areas for densities higher than those permitted in the currently approved secondary plans not be approved until the staging studies are completed and endorsed by Council.
- d) That the timing of road and transit improvements necessary to accommodate currently planned development in the Mississauga City Centre be investigated."

... 2

2(a)

Chairman and Members of the
Operations and Works Committee

- 2 -

May 25, 1989

3(a)

COMMENTS: (Continued)

1.1 Purpose and Scope of Staging Studies

Development/transportation staging studies will be undertaken in newly developing areas of the City in order to review the relative timing of development and associated transportation improvements.

In this regard, it is expected that staging plans will accomplish the following objectives.

1. Identify immediate transportation improvements, regardless of jurisdiction, that are required to accommodate existing development and approved development applications within the respective planning districts.
2. Identify staging requirements for future development areas within the respective planning districts relative to major planned transportation improvements, regardless of jurisdiction.
3. Identify additional transportation improvements, beyond those already planned, that are required to accommodate the ultimate development levels permitted within the respective planning districts.
4. Identify conditions that would warrant an update of the transportation schedule of the City's Official Plan, including the Secondary Plans.

As already mentioned the identification of transportation staging requirements will not be limited in jurisdiction, but shall include City roads and transit services, Regional Roads, Provincial highways, GO Transit and other relevant jurisdictions at the City's boundaries.

1.2 Study Approach

In light of the large number of development applications currently being processed and expected within the aforementioned planning districts, the staging studies should be completed as soon as possible.

... 3

2(h)

COMMENTS: (Continued)

In order to ensure proper co-ordination between the relevant City departments, the studies will be done under the direction of the Transportation Technical Committee, which includes the heads of the following City Departments:

- City Manager
- Public Works
- Planning and Buildings
- Mississauga Transit
- Finance

If the City is to be successful in achieving the proper staging of future development relative to transportation improvements, it will require the full cooperation and support of other transportation agencies.

On-going consultation will also be required with staff from the Region of Peel, the Ministry of Transportation Ontario and GO Transit, in addition to representatives from the aforementioned City departments.

It is also recognized that the City will require continued liaison with the development industry if it is to attain any measure of success in the staging of future development relative to transportation improvements.

While it is highly improbable that there would be widespread agreement among developers on the specifics of any staging plans, some consultation in the early stages of the studies with the development industry on the terms of reference for the staging studies would be desirable. Copies of this report therefore should be circulated to known developers within the respective planning districts inviting comments. Furthermore, an information meeting for each staging study will be held to obtain comments from developers once the preliminary study findings are available prior to the preparation of the final study reports.

1.3 Selection of Consultants

In order to complete the work this year it will be necessary to obtain the assistance of transportation consultants.

In light of the nature of these staging studies and their urgency direct appointment of consultants would seem to be both appropriate and expedient.

2(c)

Chairman and Members of the
Operations and Works Committee

- 4 -

May 25, 1989

3(c)

COMMENTS: (Continued)

The following recommended assignment of staging studies to consulting firms has been based on a number of considerations including previous related work experience within the respective planning districts:

a) McCormick Rankin

- Derry
- Britannia West
- East Credit
- Hurontario

b) Totten Sims Hubicki Associates

- Lisgar
- Winston Churchill
- Central Erin Mills

c) CGL

- Meadowvale North Business Park
- Meadowvale Village

d) M.M. Dillon

- Airport South

Staging requirements for the Dundas-Fairview planning district will be done by the Public Works Department as part of the Cooksville Re-development Study now underway.

It is estimated that the total cost for consulting services will be in the order of \$200,000. Funds for this amount are available in the City's General Contingency Account. City Council's approval for these funds are required.

2.0 Interim Staging Guidelines

It is expected that the staging studies will be completed within six months. Until that time however, a large number of development applications are still being processed. It would therefore seem prudent for the City to consider imposing staging conditions on major applications which are in conformity with the City's Official Plan and which may be approved prior to the completion of the staging studies.

To provide a consistent basis for establishing staging conditions the following interim staging guidelines are being recommended as conditions for approval at this time, on the understanding that they will remain in effect in the aforementioned planning districts until the staging studies have been approved by City Council:

2(d)

COMMENTS: (Continued)

1. All applications involving a residential development component west of the Credit River shall be subject to the relevant requirements of the proposed staging studies, as finally approved by City Council.
2. All applications for high density residential development shall be subject to the relevant requirements of the proposed staging studies, as finally approved by City Council.
3. All applications involving an office commercial development component other than ancillary office uses shall be subject to the relevant requirements of the proposed staging studies, as finally approved by City Council.

Exceptions to the above interim staging guidelines will be reviewed by the Transportation Technical Committee prior to consideration by Committee and Council.

CONCLUSION:

City Council has recently approved the initiation of development/transportation staging studies in specific newly developing planning districts.

This report recommends the direct appointment of transportation consultants to provide assistance in carrying out the staging studies at a total estimated cost of \$200,000 for consulting services. City Council's approval of the direct appointments and the funding is required.

Interim staging guidelines are recommended for Council's approval in order to provide a consistent basis for identifying conditions for applications that will be considered for approval in the specified planning districts prior to Council's approval of the staging studies.

The interim staging guidelines only apply to the eleven planning districts referred to earlier and do not apply to the City Centre Area. A review of the staging requirements for the City Centre Secondary Plan is already underway and recommendations in this regard will be submitted in conjunction with final recommendations on the City Centre Secondary Plan.

RECOMMENDATIONS: That the following engineering consulting firms be retained to carry out development/transportation staging studies for the following planning districts:

- a) McCormick Rankin
60 Briarwood Avenue
Mississauga, Ontario
 - East Credit
 - Hurontario
 - Derry
 - Britannia West
- b) Totten Sims Hubicki Associates
1500 Hopkins Street
Whitby, Ontario
 - Lisgar
 - Winston Churchill
 - Central Erin Mills
- c) CGL Consulting Engineering Ltd.
30 Centurion Drive
Suite 206
Markham, Ontario
 - Meadowvale North Business Park
 - Meadowvale Village
- d) M.M. Dillon
47 Sheppard Avenue
Willowdale, Ontario
 - Airport South

2. That \$200,000 be transferred from the City's General Contingency Account to Public Works Current Budget Account No. 08630-18 to pay for the consulting services for the staging studies as per recommendation 1.
3. That the Interim Staging Guidelines contained in the report of the Commissioner of Public Works dated May 25, 1989 be adopted by City Council to provide a basis for identifying staging conditions for development applications that will be considered for approval prior to the completion of the proposed staging studies referred to in recommendation 1.

29
Chairman and Members of the
Operations and Works Committee

- 7 -

May 25, 1989

24)

RECOMMENDATIONS: (Continued)

4. That the policy of inviting proposals for consulting services be waived for the consulting assignments.

W. P. Taylor, P. Eng.
Commissioner
Public Works Department

RS/edm
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3 Corporate Report

OPERATIONS/WORKS

JUL 12 1989

Received by
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DATE: July 10, 1989
TO: Chairman and Members of the Operation and Works Committee
FROM: R. G. B. Edmunds, Commissioner of Planning and Building
SUBJECT: Interim Report -
Newspaper Boxes in Mississauga

BACKGROUND:

Mr. W.P. Taylor's report on Newspaper Boxes within the City, to the Operations and Works Committee (August 16, 1988), recommended that the Planning and Building Department report back to the Committee after discussions with the newspaper companies on the feasibility of providing a combination box which would be aesthetically pleasing as well as practical, with special emphasis placed on the B.I.A. and City Centre areas.

COMMENTS:

It has been agreed between newspaper vendors and staff to experiment by installing "hitching posts", which are rails embedded in concrete to which vending boxes are attached in a neat row (Appendix I), in the following four City locations:

- the south-west corner of the intersection of Rathburn Road and Perivale Road;
- 1185 Dundas Street East at McDonalds, east side of bus shelter;
- the south-west corner of Dundas Street East at Stanfield Road;
- adjacent to the Mississauga City Hall (north sidewalk).

O&W

- 2 -

July 10, 1989

3(a)

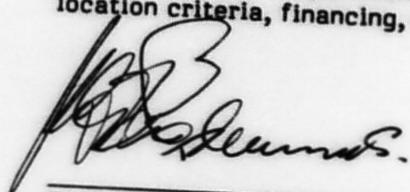
The experimental hitching posts are being paid for by the newsvendors. After a three-month trial period, the hitching posts will be evaluated on the basis of resistance to vandalism and weather, and feedback from the newsvendors, City staff, P.U.C.C., and the public.

CONCLUSION:

The experimental hitching posts are an acceptable first step towards orderly and aesthetically acceptable newspaper box installations. A further report will be prepared when the experiment has been evaluated.

RECOMMENDATION:

That after the three month period of the experimental newspaper hitching-posts installed at four locations in the City, the Planning and Building Department prepare a report evaluating the experiment, and recommending on design, location criteria, financing, and controls.

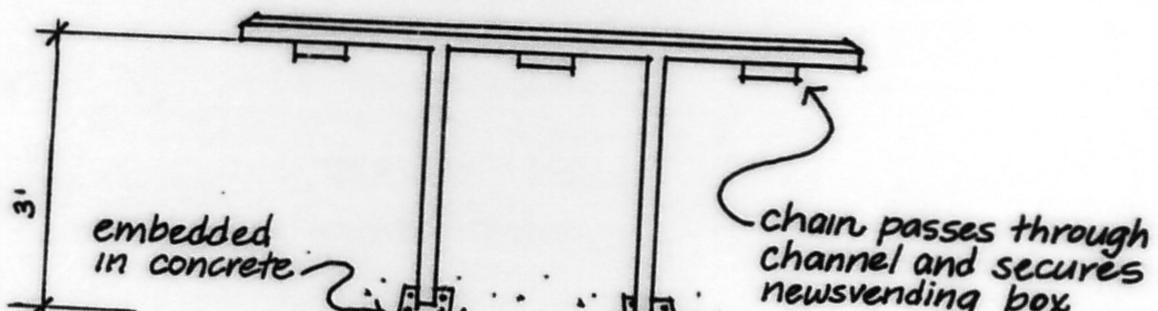


R. G. B. Edmunds
Commissioner of Planning and Building

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3 (W)

Appendix I



The Hitching Post



Corporate Report

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OPERATIONS/WORKS

JUL 12 1989

DATE: June 27, 1989
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Ministry of Transportation Ontario Supplementary Subsidy for Traffic Signal Works.

ORIGIN: Public Works Department

BACKGROUND: Council, at its meeting held on Monday, March 13, 1989 adopted Resolution 110-89 which revised the proposed 1989 City funded signal installations to the following:

New Installations

Truscott Drive/Lewisham Drive;
Mavis Road/Central Parkway;
Kennedy Road/Traders Boulevard/Coopers Avenue;
Confederation Parkway/Paisley Boulevard.

Modernization

Hurontario Street/Park Street.

These installations were included in the City of Mississauga's application to the Ministry of Transportation Ontario for supplementary traffic signal subsidy. Based on the estimated cost of these new installations and modernization and expenditure carry-overs from the 1987/88 signal installation programs, subsidy was requested to support \$364,870 in expenditures during 1989.

A total of \$182,435 in subsidy would be required to fully support these proposed 1989 expenditures at a 50% subsidy level.

COMMENTS

By letter dated May 4, 1989 (copy attached), the Ministry of Transportation Ontario advised that the City of Mississauga has only been awarded a supplementary subsidy allocation in the amount of \$90,000 or \$92,435 less than the amount required to fully support the proposed 1989 traffic signal program expenditures submitted to the Ministry.

Based on this approval, no subsidy will be allocated to the estimated \$16,000 in expenditure carry-overs in 1989. Adequate City funding is available to support these expenditures without subsidy support.

..../2

H(a)

The entire \$90,000 in approved 1989 subsidy will be applied to the 1989 Traffic Signal Program expenditures of \$349,000. The 1989 budget for City funded signal works must be revised as follows:

	ORIGINAL BUDGET (\$'000)	REVISED BUDGET (\$'000)
Gross Cost	325	349
M.T.O. Subsidy	(130)	(90)
Net City Cost	<u>195</u>	<u>259</u>

Based on the revised budget, an additional \$64,000 in City funding is required from the Capital Contingency account to support the program.

It should be noted that in 1988 the Supplementary Subsidy Allocation was \$140,000 while the 1989 amount is \$90,000, a substantial reduction in the level of support for the installation of traffic signals.

Also, since the submission of the subsidy request to the Ministry of Transportation Ontario a traffic study at the intersection of Tomken Road and Timberlea Boulevard (south intersection) has indicated that signals are warranted at this location. Based on an assessment of priorities it is proposed that the modernization of Hurontario Street and Park Street be delayed and the Tomken Road and Timberlea Boulevard signals be installed under the 1989 program. This substitution will have no impact on the required funding.

CONCLUSION:

Traffic signal warrants have been met at five locations in the City and it is desirable to provide traffic signals at each of these locations in the 1989 construction season. The normal 50% rate of Ministry of Transportation Ontario subsidy expected for this work has effectively been reduced to 26% by the Ministry of Transportation Ontario in their 1989 subsidy allocation for the construction of traffic signals. This reduced rate of subsidy produces a funding shortfall in the amount of \$64,000.

After the subsidy request was submitted to the Ministry of Transportation Ontario a traffic study at the intersection of Tomken Road and Timberlea Boulevard (south intersection) indicated that signal warrants are met. The original program included the modernization of Hurontario Street and Park Street. This modernization should be delayed and replaced with the signalization of Tomken Road and Timberlea Boulevard (south intersection).

June 27, 1989.

4(1)

RECOMMENDATION: (a) That the 1989 Traffic Signal Capital Installation Budget be revised as follows:

	City Funded Locations (5) (\$000)	Developer Funded Locations (11) (\$000)	Total 1989 Budget: (\$000)
Gross Cost	349	715	1,064
M.T.O. Subsidy	(90)	NIL	(90)
Contributions	NIL	(715)	(715)
Net City Cost	259	NIL	259

(b) That \$64,000 in additional funding be allocated from the Capital Contingency account within the Capital Reserve Fund, and the necessary by-law be enacted.

(c) That the 1989 Traffic Signal Capital Installation Program be revised as follows:

Truscott Drive/Lewisham Drive;
Mavis Road/Central Parkway;
Kennedy Road/Traders Boulevard/Coopers Avenue;
Confederation Parkway/Paisley Boulevard;
Tomken Road/Timberlea Boulevard (south intersection).

(d) That the Ministry of Transportation Ontario be advised that the Council of the City of Mississauga is extremely concerned over the significant reduction in the 1989 level of supplementary subsidy provided to the City of Mississauga for traffic signal installations and modernization works.

William P. Taylor

William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

MP/dab
0594E.5
Attach.



Ministry
of
Transportation

Ministère
des
Transports

H(C)

District #6
5000 Yonge Street
Willowdale, Ontario
M2N 6K9

(416) 224-7483

1989-05-04

Mr. T. L. Julian
Clerk
City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Dear Mr. Julian:

Re: 1989 Supplementary Subsidy Allocation

I am very pleased to advise you that The Honourable Ed Fulton, Minister of Transportation of Ontario has authorized a supplementary subsidy allocation for your Municipality in the amount of \$90,000 and will support an expenditure of \$180,000.

This allocation is for traffic signal installation and modernization and may not be used for other subsidizable work.

The balance of your Municipality's supplementary subsidy request was noted but in view of overall priorities and the availability of Ministry funds for 1989, no further approval could be given.

This allocation is given with the understanding that expenditures made thereunder will be in accordance with present Ministry policy.

The approval of the Ontario Municipal Board shall be obtained before any expenditure is authorized or work commenced which will be financed by the issue of debentures or monies raised in years subsequent to the term of the present Council.

Your Municipality's total subsidy allocations for 1989 for construction and maintenance are shown at the bottom of this letter.

Yours very truly,

The handwritten signature of P. C. Ginn, followed by the title "District Engineer".

RLH/dd

Total of Subsidy
Allocation

	<u>Construction</u>	<u>Maintenance</u>	<u>Total</u>
Total of Subsidy Allocation	\$7,257,500	\$6,564,500	\$13,822,000



Corporate Report

Received by
Clerk's Dept.

JUL 04 1989

Clerk's Files

J.05.89018

Originator's
Files

11 141 89045

JUL 12 1989

OPERATIONS/WORKS

DATE: July 4, 1989
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Reconstruction of Eglinton Avenue from Erin Mills Parkway to Mississauga Road

ORIGIN: Public Works Department

BACKGROUND: The section of Eglinton Avenue between Erin Mills Parkway and Mississauga Road is scheduled to be reconstructed in 1991 in accordance with the 1989 to 1998 Capital Budget forecast. The Capital Budget cost estimate was based on a four-lane roadway with full intersection improvements.

The bridges over the Credit River are expected to be completed towards the end of 1990 meaning that if the section between Mississauga Road and Erin Mills Parkway was constructed in 1991 it would be the last section of the Eglinton Avenue project to be completed.

COMMENTS: There is a considerable advantage to accelerating the reconstruction of this section of Eglinton Avenue in order that the roadway would be open at the same time or slightly before the bridges over the Credit River are opened up. Such an acceleration would provide the streetlighting and installation of the sidewalks approximately 2 years ahead of schedule, and thus eliminate the need to provide funding for temporary installations. In addition, the access to the new Erin Mills Town Centre would be improved.

A proposal has been received from Erin Mills Development Corporation to participate in the financing of this project provided that Erin Mills Development Corporation receive levy credits from future development of lands west of Winston Churchill Boulevard. Their proposal is that the City commence the reconstruction of Eglinton Avenue from Mississauga Road to Erin Mills Parkway in 1989. The total estimated cost of the project is \$3.4 million, based on a six-lane section plus intersection improvements (which corresponds to the design of Eglinton Avenue west of Hurontario Street). Erin Mills Development Corporation would provide funds in the estimated amount of \$2.4 million. The remaining \$1.0 million has been requested from the Ministry of Transportation Ontario, based on the fact that the two outside lanes will ultimately be utilized as bus lanes.

...../2

5(a)

Chairman and Members of the
Operations and Works Committee

- 2 -

Erin Mills Development Corporation proposes to recover their \$2.4 million by receiving a Major Improvement Road levy credit equal to this amount on lands yet to be developed north of Highway 403 and west of Winston Churchill Boulevard. The final credited land area will be determined based on the current Major Road Improvement levy rate of \$28,679.62 per hectare once final construction costs have been incurred.

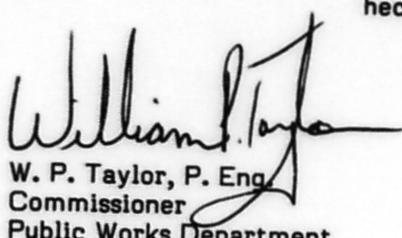
CONCLUSION:

It is in the City's interests in order to expedite the construction of Eglinton Avenue between Erin Mills Parkway and Mississauga Road to enter into an agreement with the Erin Mills Development Corporation to provide approximately \$2.4 million in funding and to grant Erin Mills Development Corporation an exemption from the future Major Road Improvement levies equal to their contribution on lands to be developed in the area north of Highway 403, west of Winston Churchill and south of Britannia Road, based on the existing Major Road Improvement levy rate of \$28,679.62 per hectare (approximately 83.68 hectares).

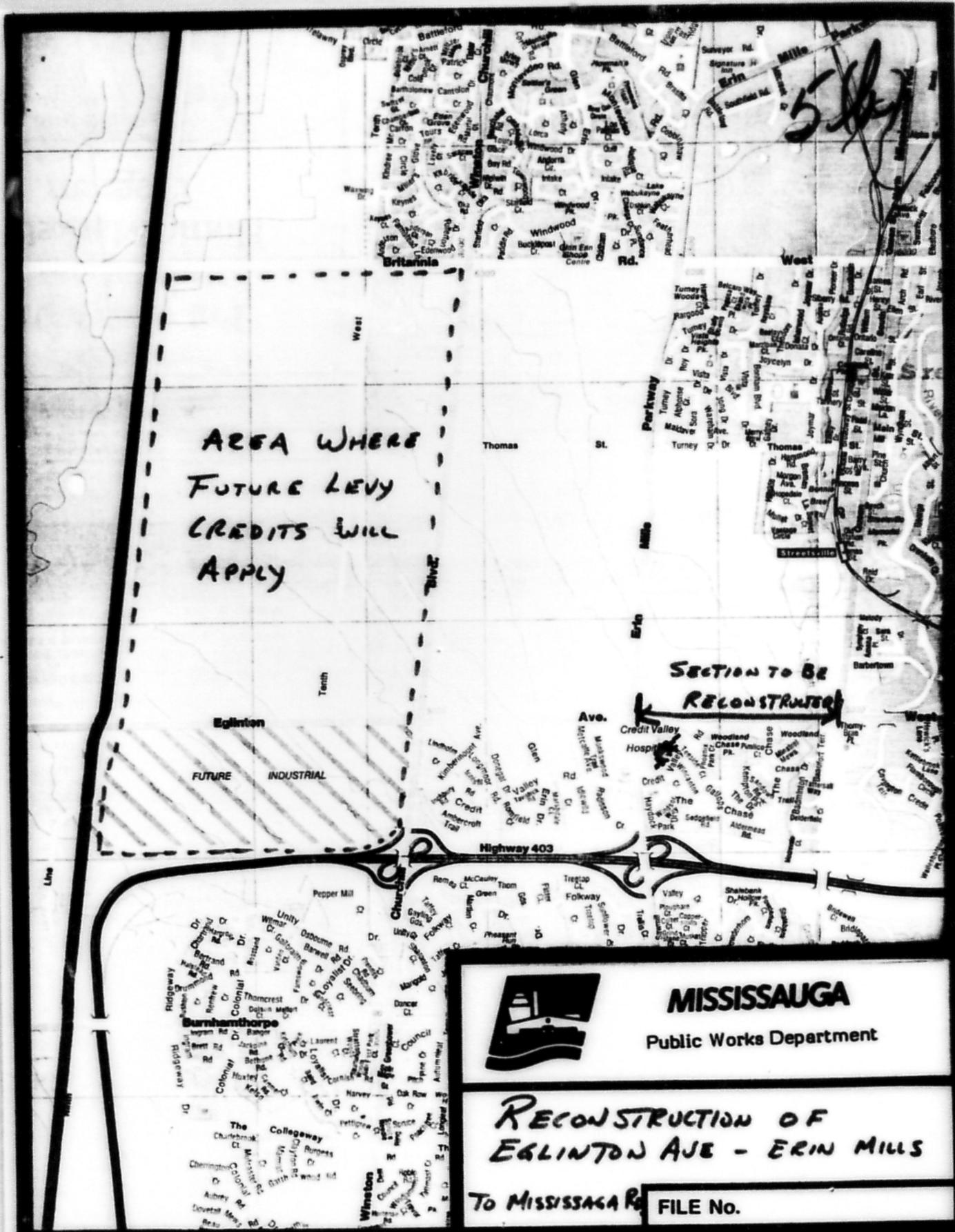
RECOMMENDATION:

That the reconstruction of Eglinton Avenue from Mississauga Road to the Erin Mills Parkway be undertaken by the City in 1989 subject to the following:

- a) the Erin Mills Development Corporation provide \$2.4 million in the form of a Letter of Credit to the City of Mississauga for construction of Eglinton Avenue between Erin Mills Parkway and Mississauga Road.
- b) the Erin Mills Development Corporation be granted a future Road Improvement levy credit on approximately 83.68 hectares of land to be developed in the area west of Winston Churchill Blvd. between Britannia Road and Highway 403.
- c) the Ministry of Transportation Ontario provide additional subsidy in the amount of \$1.0 million for the construction of this road segment.
- d) the exact contribution and resulting hectares of land to which levy credits apply referred to in a) and b) be revised on completion of the project based on actual costs incurred and the current Road Improvement levy rate of \$28,679.62 per hectare.


W. P. Taylor, P. Eng.
Commissioner
Public Works Department

RGC/rar
1070F





Corporate Report

OPERATIONS/WORKS

JUL 12 1989

Received by
Clerk's Dept.

JUL 05 1989

Clerk's Files

T-86087

Originator's
Files

11141 89045

DATE:

July 5, 1989

TO:

Chairman and Members of the Operations and Works Committee.

FROM:

William P. Taylor, P.Eng., Public Works Department.

SUBJECT:

Storm outlet through Rivergrove Subdivision

ORIGIN:

Public Works Department

BACKGROUND:

With the development of the Rivergrove subdivision it is now possible to complete the storm sewer outlets for Mavis Road. However, in order to finalize the drainage system to the Second Line it is necessary to construct a channel on the Region of Peel lands adjacent to the landfill site. We believe that the lands benefiting from this work should pay the cost and we have agreement from Lakeview and Barstev to pay one third of the cost each. The estimated cost is \$900,000.

CONCLUSION:

The Report to Operation and Works Committee dated January 31, 1989 (copy attached) referred to a cost sharing formula for the lands outletting into a channel between the Carolyn Creek and Second Line West. We would suggest that a City contribution of one third toward the cost or \$300,000 can be justified to provide an outlet for Mavis Road.

...../2

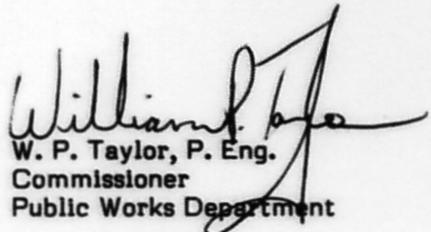
6(a)

Chairman and Members of the
Operations and Works Committee

- 2 -

RECOMMENDATION:

That the City contribute one third of the costs to the construction of a storm drainage channel from the Second Line West a distance of approximately 1,000 feet on the Regional Landfill Lands to a maximum of \$300,000, subject to easements from the Region of Peel, with funding to be allocated from the 1989 storm sewer oversizing program, and or levy credits in the appropriate financial agreements.


W. P. Taylor, P. Eng.
Commissioner
Public Works Department

WPT/rar
0495E

Atts.

UW

 **Corporate Report**

Received by
Clerk's Dept

Clerk's Files

11 141 00045
T-86066/T-86009
Originator's
Files T-86005/T-86071
T-87031/T-87001
T-86062/T-88041
T-88059/T-87081
T-88025

DATE: January 31, 1989
TO: Chairman and Members of Operations and Works Committee
FROM: W. P. Taylor, Commissioner, Public Works Department
SUBJECT: Mavis Road Construction,
Eglinton Avenue to Britannia Road

ORIGIN: Council meeting of October 31, 1988.

COMMENTS: Council at its meeting of October 31, 1988, considered our report on the proposed construction of Mavis Road from Eglinton Avenue to Britannia Road (copy of which is attached) and approved the following recommendation

"That the Commissioner of Public Works be instructed to report back to Council in January 1989 on a further status report on the timing of construction of Mavis Road between Eglinton Avenue and Britannia Road."

From a transportation standpoint it is important to get Mavis Road built to a minimum of four lanes with intersection improvements from Eglinton Avenue to Britannia Road as soon as is reasonably possible. Subsequent to our report to Council in October 1988 staff have held a number of meetings with representatives of Goodman/Kee, Gateshead, Lakeview, and Orlando/Cantay, the Developers on whose lands Mavis Road is to be constructed. It is our understanding that the portion of the Genovese lands involving Mavis Road right-of-way are now owned by the Goodman/Key interests which should resolve the right-of-way problem which was in existence back in October through these lands. It would also appear that Gateshead still does not intend to develop their lands at the present time due to various problems, however, they have verbally indicated that they would be prepared to co-operate with the City by dedicating the required right-of-way for Mavis Road on the assumption that the road is built by others.

(a)

Chairman and Members of the
Operations and Works Committee

- 2 -

January 31, 1989

COMMENTS - cont'd. Another problem facing the City at this time with expediting Mavis Road construction is Regional Council's freeze of development in this area dealing with solid waste disposal and as long as the plans of subdivision involving Mavis Road are frozen it is not reasonable to expect Developers to dedicate the road and build it. On the assumption that the Regional freeze on these lands can be resolved in some manner with a view to proceeding with Mavis Road, the major problem would be the financing of the construction in order to have this arterial link in place by the end of 1989 or early 1990.

Discussions have taken place with Orlando/Cantay Developments as they are the major Developer in this area and have some Ten Million Dollars to pay the City by way of major road improvements on all of their lands in this area and therefore have the ability to front-end the substantial capital costs involved in the construction of Mavis Road. Attached is a copy of a communication received from Orlando/Cantay dated January 26, 1989, dealing with this matter. We feel that this proposal has merit and if Council approves the concept in principle then the planning and financial implications can be further pursued.

While this report is not intended to address the issues in detail, we have looked at the overall financing standpoint to give Committee some idea of the magnitude of the works and the amount of major road improvement levies which would be available. In Orlando/Cantay's Draft Plans T-86062, T-87031, T-88041, T-88059, T-87081, and T-88025, collectively there is approximately Ten Million Dollars in total road levies. The roads that may be constructed by Orlando/Cantay as part of the Servicing Agreements for the various plans of subdivision would be:

<u>ROADS</u>	<u>APPROXIMATE COST</u>
1. Mavis Road, Britannia to Matheson	\$1.1 Million
2. Mavis Road, Matheson to existing Mavis Road north of Eglinton	\$3.0 Million
3. Mavis Road, Britannia to Hwy.401	\$2.2 Million
4. Matheson Boulevard, McLaughlin Road to Mavis Road	\$1.1 Million
5. McLaughlin Road, Britannia Road to Hwy. 401	\$1.7 Million

U(d)
Chairman and Members of the
Operations and Works Committee

- 3 -

January 31, 1989

COMMENTS - cont'd: Sections 1, 3, 4 and 5, would fall under the normal City policy in that the Developer would construct the road and obtain an 80% credit against his major road improvement levy. Section 2 would be external to Orlando/Cantay's plans and therefore a special cost sharing arrangement should be considered in this case. It would be reasonable to assume that Orlando/Cantay should be given credit for 100% of the cost of construction as opposed to the normal 80%. If this scenario came to place it would result in a total cost of approximately Nine Million Dollars to Orlando/Cantay with a levy credit being given to Orlando/Cantay of approximately Seven Million Dollars. Over and above this, Council should give some consideration to cost sharing of the storm drainage outlet required for Mavis Road construction between Second Line West and Carolyn Creek. Some form of cost sharing between the draft plans in the area outletting to this channel and the City would be determined and approved by Council prior to draft plan approval of the lands.

CONCLUSION: As far as an update on the status of Mavis Road construction is concerned, it would appear at this time that the right-of-way to permit the construction of Mavis Road from Eglinton Avenue to Britannia Road can be resolved on the basis of Council's approval in principle of the concepts outlined in this report together with the assumption that the issues outlined in Orlando/Cantay's letter of January 26, 1989, can be resolved.

RECOMMENDATION:

- a) That subject to the Region of Peel lifting the general restriction of development due to landfill site requirements the restriction on the Britannia Landfill Site be limited to the west streetline of the proposed Mavis Road alignment.
- b) That the Public Works Department continue negotiations with the Developers in the area to obtain a gratuitous dedication of the right-of-way for the proposed Mavis Road between Eglinton Avenue and Britannia Road.

Chairman and Members of the
Operations and Works Committee

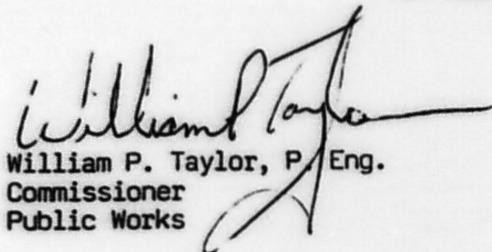
- 4 -

January 31, 1989

6(e)

RECOMMENDATION -
cont'd.

c) That the Public Works Department negotiate with the affected Developers in the area together with the Region of Peel (sanitary and water) to arrive at an agreement concerning the construction of Mavis Road including the timing and financial considerations and that a further report be prepared at that time for Council's consideration.


William P. Taylor, P. Eng.
Commissioner
Public Works

Attach's.

AEM:dbw
0550E/167E



WPS Corporate
Report

Received by
Clerk's Dept.

Clerk's File

Originator's
Files 11 141 00010
T-86866/T-86009
T-86005/T-86071
T-87031/T-87001

DATE : October 28, 1988
TO : The Mayor and Members of Council
FROM : W. P. Taylor, Commissioner, Public Works Department
SUBJECT : Mavis Road Construction,
Eglinton Avenue to Britannia Road

ORIGIN : Request for Report from Community Planning and
Development Committee meeting of October 24, 1988.

COMMENTS : Attached is a schematic drawing outlining the Draft Plans
in the vicinity of Mavis Road between Britannia Road and
Eglinton Avenue. The section from Eglinton Avenue to
the northerly limit of the Constellation Dev. plan, has
been constructed to two lanes. This work was carried
out in 1987, however the road is not yet open to traffic.
This two-lane section will be upgraded to four lanes
during the processing of the Daniel's lands - T-85024..

The section across Draft Plan T-86009 from Constellation
Dev. property northerly has now been constructed to a
four lane section. This section was constructed in 1988
by the Kee Group..

It is anticipated that the sections of Mavis Road through
the Lakeview property (T-86071), the Goodman/Kee property
(T-87001) and the Orlando/Cantay property (T-87031) could
be completed by the end of 1989..

Attempts are being made to have the developers purchase
the required right-of-way from the Genovese holdings and
incorporate the construction of Mavis Road from the
northerly limit of the Lakeview property to the
Goodman/Kee property. Some progress is being made and
it is possible that this section of roadway could also be
constructed by the end of 1989.

cont'd.

Mayor and Members of Council

6(g)

October 26, 1988

COMMENTS - cont'd.

Little action has taken place on the two Gateshead plans (T-86095 and T-86066) over the last few months. We have written to the Gateshead Planning Consultant requesting a meeting to discuss methods by which the section of Mavis Road through plan T-86066 can be expedited.

CONCLUSION :

It would appear at this time that in order to have Mavis Road open continuously from Eglinton Avenue to Britannia Road in 1989, it will require the area developers to acquire and construct the road on the Genovese property and the Gateshead plan T-86066. The actual requirements can only be determined when the timing of the processing of T-86066 is determined. Staff will be meeting with appropriate parties concerning the status of these lands as soon as possible.

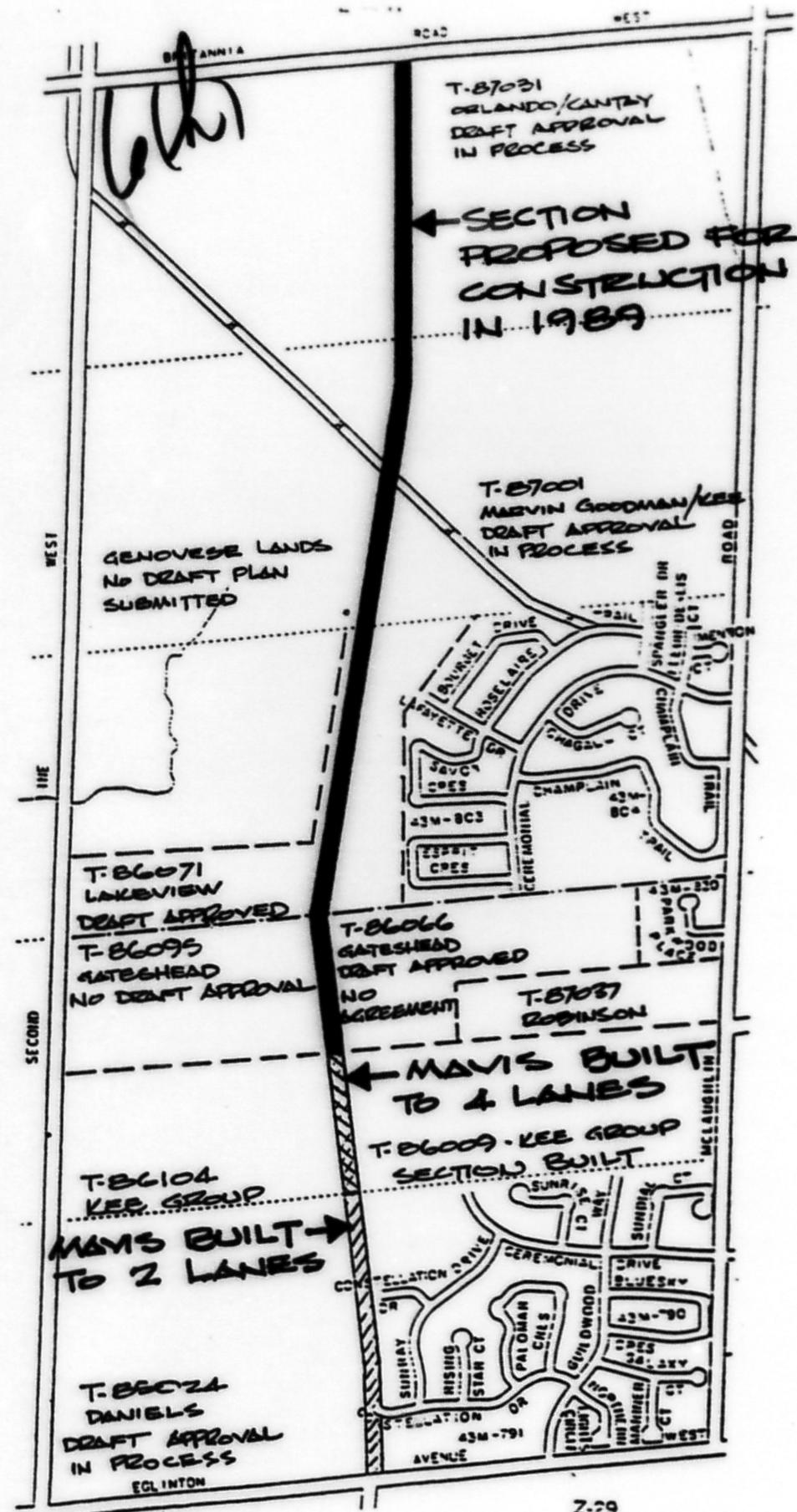
RECOMMENDATION :

That the Commissioner of Public Works be instructed to report back to Council in January 1989 on a further status report on the timing of construction of Mavis Road between Eglinton Avenue and Britannia Road.

John Sonall

William P. Taylor, P.Eng.,
Commissioner
Public Works Department

AEM:dw
01070E



Z-29

ORLANDO CORPORATION

6(i)

6205 Airport Road, Mississauga, Ontario L4V 1E3 Telephone (416) 677-5480 Fax (416) 677-2824

January 26, 1989

PUBLIC WORKS DEPARTMENT	
RECEIVED FILE	
JAN 30 1989	
For:	
W.P.	
ADM	
TYL	

City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Attention: Mr. W.P. Taylor, P. Eng.
Commissioner of Public Works

Dear Sir:

Subject: Mavis Road Construction

Further to our recent meeting and discussions, we confirm that Cantay Holdings (Orlando) would be willing to construct Mavis Road from Britannia Road to the limit of the existing Mavis Road just north of Eglinton Avenue, as part of their subdivision works for T87031, on the condition that:-

- a) The City of Mississauga provide the Right of Way through lands owned by others, to enable the road to be constructed.
- b) Cantay subdivision application T87031 is draft approved at the Region. (City of Mississauga gave draft approval on October 11, 1988).
- c) The Regional development freeze is lifted to enable T87031 to proceed to and obtain registration.
- d) The zoning bylaw be enacted in accordance with the zoning in principle which was approved by council October 11, 1988.
- e) OPA 132 be approved by the Minister.
- f) Credits on the road improvement levy be applied to the construction of Mavis Road from Britannia to the existing Mavis Road.
- g) Should the City wish to install other services (such as sanitary sewers, watermains) during this road construction program, through the lands owned by others, that funds for these services be made available.

647

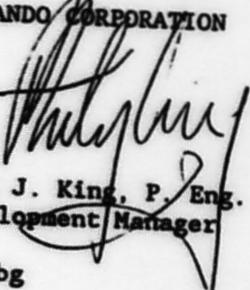
City of Mississauga
Attention: Mr. W.P. Taylor, P. Eng.
Page #2

We enclose a summary of the road improvement levy requirements for Heartland, which includes plan T86062 for which subdivision agreements have recently been signed. The total road levy required by the City is in excess of \$10,000,000. The total credits for major road works built by Orlando within Heartland, which includes Mavis Road as outlined in the letter, are estimated to be approximately \$7,000,000. Mavis Road, south of Britannia, is the major component of the potential credits totalling approximately \$4,000,000 with the balance being credit to Matheson Boulevard, McLaughlin Road and Mavis Road north of Britannia.

We look forward to meeting with you in the near future to discuss this topic further and hopefully work out the details.

Yours very truly

ORLANDO CORPORATION


Phil J. King, P. Eng.
Development Manager

PJK/bg

cc J. Shed - Manulife

6(k)

HEARTLAND ROAD IMPROVEMENT
LEVY POSITION

<u>Plan</u>	<u>Approximate Levy</u>	<u>Road Levy Applicable</u>	<u>Total Levy</u>
T86062	70.22	26,289.42	\$ 1,846,043
T87031	41.4	28,637.00	1,182,708
T88041	91.2	28,637.00	2,614,558
T88059	77.5	28,637.00	2,219,367
T87081	37.6	28,637.00	1,076,751
T88025	42.0	28,637.00	<u>1,202,754</u>
			<u>\$10,142,181</u>

MAJOR ROADS THAT MAY BE
CONSTRUCTED BY CANTAY (ORLANDO)

<u>Project</u>	<u>Location</u>	<u>Costs</u>	<u>Potential Levy Credit</u>
Mavis Road	Britannia to Matheson	1,023,000	\$ 818,000
	Matheson to existing Mavis just north of Eglinton	3,000,000	3,000,000
	Britannia North to 401	2,220,000	<u>1,776,000</u>
			<u>5,594,000</u>
Matheson Blvd	McLaughlin to Mavis	1,051,000	600,000
McLaughlin Road	Britannia to 401	<u>1,645,000</u>	<u>960,000</u>
		<u>8,939,000</u>	<u>\$7,154,000</u>



Corporate Report

OPERATIONS/WORKS

JUL 12 1989

Received by
Clerk's Dept.

JUL 04 1989

Clerk's Files

T-87031
T-88041
M-0908

Originator's
Files

11141 00045
M-900
T-87031
T-88041

DATE:

June 27, 1989.

TO:

Chairman and Members of the Operations and Works Committee.

FROM:

William P. Taylor, Commissioner of Public Works Department

SUBJECT:

- a) Exemption from Major Road Improvement Levies to be granted to Orlando Corporation for their industrial developments T-87031 and M-900.
- b) Reduction of the Major Road Improvement Levy to be granted to Orlando Corporation for their industrial development, T-88041.

ORIGIN:

Commissioner of Public Works Department

COMMENTS:

Attached to this report is a sketch outlining the location of the Orlando Corporation (6205 Airport Road, Mississauga, Ontario, L4V 1E3) industrial subdivisions Plans M-900, T-88041 and T-87031.

Based on the standard Financial Agreement, the developer would be responsible for paying the following Major Road Improvement Levies for Plans T-88041 and T-87031:

a) T-88041

93 ha x \$28,679.62 per ha \$2,667,205.00

b) T-87031

40.83 ha x \$28,679.62 per ha \$1,170,989.00

.....2

7(a)

As part of the Servicing Agreement for Plan T-87031 the developer is undertaking the following works:

- a) Construction of Matheson Boulevard West from McLaughlin Road, westerly to Mavis Road estimated to cost \$708,736.00.
- b) Construction of Mavis Road from Britannia Road West, southerly to Matheson Boulevard West estimated to cost \$787,139.00.

As part of an additional Servicing Agreement, Orlando Corporation will also be constructing Mavis Road from Matheson Boulevard West, southerly to the existing section constructed by the developer of Plan M-865 and M-866.

The Matheson Boulevard construction is being cost-shared between Orlando Development Corporation and Barstev Limited as it is a common road between the two plans. In accordance with the agreement between the two developers, Orlando is paying for 55% of the construction cost.

Based on the standard procedure crediting the developer for 80% of the cost for four lane paved curb and gutter road with the roadway storm sewer a credit of \$311,844.00 should be considered by Council against the Major Road Improvement Levies payable by Orlando Corporation for their share of the cost of Matheson Boulevard West.

Similarly we are recommending a Major Road Levy credit for 80% of the cost (\$629,711.00) for a four lane paved curb and gutter roadway with a roadway storm sewer for that section of Mavis Road within Plan T-87031 and 100% of the cost (\$2,605,629.00) for the portion of Mavis Road that lies outside the Orlando plan. This total levy credit for Mavis Road is \$3,235,340.00.

The construction of Mavis Road between Britannia Road West, southerly to the existing is being carried out based on a wider cross section than a standard four lane curb and gutter. The cost difference between a four lane curb and gutter and the proposed construction is being cost shared by the developers adjacent to Mavis Road. The developers are Orlando - T-87031, Barstev - T-87001 and T-89010, Lakeview T-86071, and Gateshead - T-86095.

MLW

Based on Orlando Corporation constructing Matheson Boulevard West and Mavis Road the total Major Road Improvement Levy credit available to this developer is \$3,547,184.00 (\$3,235,340.00 + \$311,844.00).

When Orlando Corporation finalized Plan T-86062 (now Plan M-900) it was anticipated that a Major Road Improvement Levy Credit would occur for this development for the construction of Mavis Road and Matheson Boulevard West within Plan T-87031. The City accepted a Major Road Improvement Levy payment for Plan M-900 in the form of a Letter of Credit in the amount of \$924,263.38 to secure 50% of the levy with the balance due in the following two years. (Total Major Road Improvement Levy payable is \$1,848,527.00.)

CONCLUSION:

Orlando's share of the cost for constructing Mavis Road West from Britannia Road West to the existing and Matheson Boulevard within Plan T-87031 is subject to a Major Road Improvement Levy credit in the amount of \$3,547,184.00. Since both roads were included in the Major Road Improvement Levy calculations the developer should receive full credit from the Major Road Improvement Levies payable for Plan T-87031, Plan 43M-900 and 18.4 ha on Plan T-88041.

The Major Road Improvement Levy Credit for Mavis Road in the amount of \$3,235,340.00 should be credited as follows:

- a) \$1,848,527.00 to be credited to Plan M-900 which would result in an exemption of the Major Road Improvement Levy for this plan.
- b) A sum of \$859,145.00 to be credited towards Plan T-87031. In addition the Major Road Improvement Levy Credit in the amount of \$311,844.00 for the construction of Matheson Boulevard shall also be credited to this plan of subdivision. The total Major Road Improvement Levy credit would be \$1,170,989.00 being the amount equal to the levy payable for this plan.
- c) The residual amount of the Major Road Improvement Levy available for the construction of Mavis Road being \$527,668.00 should be applied to Plan T-88041 on an area basis. The developer should receive full credit on 18.4 ha of their plan at time of development.

Chairman and Members of the
Operations and Works Committee

- 4 -

June 27, 1989.

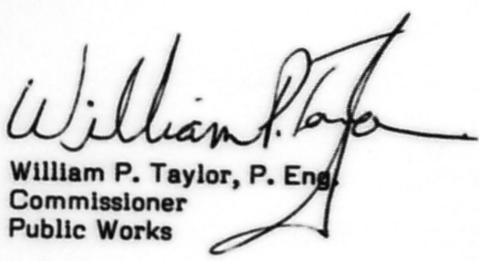
1(k)

The Letter of Credit deposited by the developer in the amount of \$924,263.38 being 50% of the Major Road Improvement Levy payable for Plan M-900 should be returned to Orlando Corporation.

RECOMMENDATION:

That the following be applicable in regard to the Major Road Improvement Levies payable for Plan T-87031, T-88041 and M-900:

- a) The Financial Agreement for the Orlando Corporation Plan T-87031 indicate that no Major Road Improvement Levies are payable to the City for this development.
- b) The Major Road Improvement Levy for Orlando Corporation Plan T-88041 be waived on 18.4 ha of their development.
- c) The Major Road Improvement Levy for the Orlando Corporation Plan 43M-900 be waived.
- d) The Letter of Credit in the amount of \$924,263.38 being the deposit made by the developer for Registered Plan 43M-900 as payment for the Major Road Improvement Levies be returned to Orlando Corporation.



William P. Taylor

William P. Taylor, P. Eng.
Commissioner
Public Works

OPT/gb
Encl.
0942E/0259E





Corporate Report

Received by
Clerk's Dept.

JUL 04 1989

Clerk's Files

M-0627

8

OPERATIONS/WORKS

JUL 12 1989

Originator's
Files M-627
11 141 00045

DATE: June 19, 1989

TO: Chairman and Members of the Operations and Works Committee

FROM: William P. Taylor, P. Eng., Commissioner, Public Works Department

SUBJECT: Assumption of the municipal services of the Sound Homes Residential Subdivision, Registered Plan 43M-627, located east of Cawthra Road and north of Burnhamthorpe Road East (sketch attached).

ORIGIN: Servicing Agreement between 530703 Ontario Inc. and Mulock Industrial Developments Limited, (225 Bradwick Road, Unit 1, Concord, Ontario L4K 1B1), the City of Mississauga and the Region of Peel dated June 5, 1985.

COMMENTS: The subject development consists of seventy-six (76) single family residential lots. The developer has paid \$1,001.00 cash-in-lieu of a minor sidewalk repair, to be completed this year under this department's 1989 Repair Contract.

This department has received a cash contribution of \$11,700.00 from the developer, 530703 Ontario Inc., being the cost estimate for the future removal of the temporary turning circle at the end of Wetherby Lane, complete with reinstatement, upon the development of the adjacent lands.

CONCLUSION: It is now in order for the City of Mississauga to assume the municipal works in Plan 43M-627 and return the remaining securities to the developer.

RECOMMENDATION: That the City of Mississauga:

a) assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Sound Homes Residential Subdivision, Plan 43M-627, located east of Cawthra Road and north of Burnhamthorpe Road East,

...../cont'd

SLA

Chairman and Members of the
Operations and Works Committee

- 2 -

June 19, 1989

RECOMMENDATION:

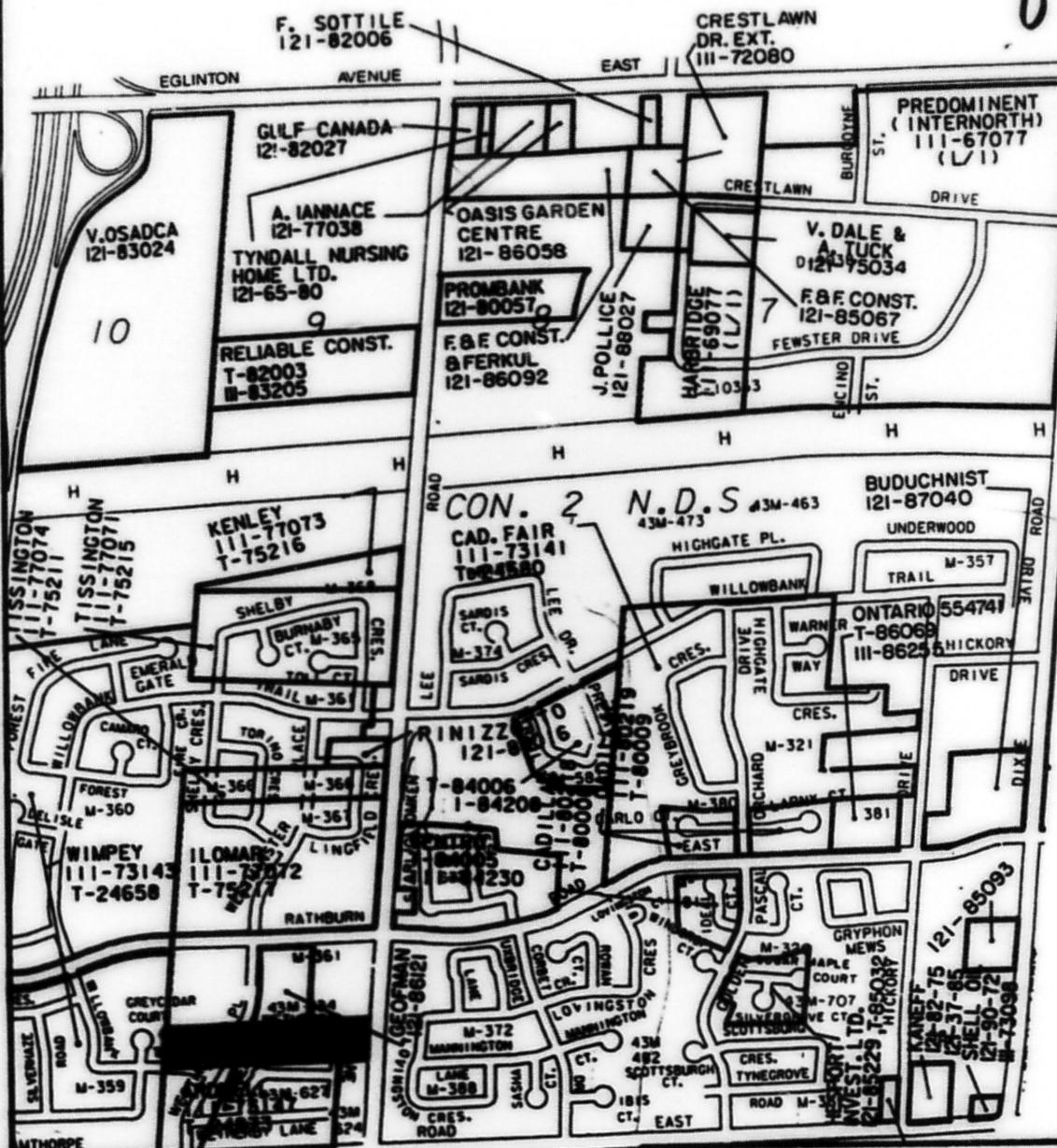
- b) return the Letter of Credit for Plan 43M-627 (currently valued at \$79,989.72), to the developer, 530703 Ontario Inc. and Mulock Industrial Developments Limited,
- c) enact a by-law establishing the road allowance within Plan 43M-627 as public highway and part of the municipal system of the City of Mississauga.

William Taylor
W. P. Taylor, P. Eng.
Commissioner
Public Works Department

WT W. P. Taylor
0369E/223E

Enclosure

8(h)



MISSISSAUGA
Public Works

DEVELOPMENT ENGINEERING

Sound Homes Residential Subdivision

Registered Plan 43M-627



Corporate Report

Received by
Clerk's Dept.

JUL 04 1989

Clerk's Files M-0632

Originator's
Files M-632
11-141-00045

DATE: June 14, 1989
TO: Chairman and Members of the Operations and Works Committee
FROM: William P. Taylor, P. Eng., Commissioner, Public Works Department
SUBJECT: Assumption of the municipal services for Starlight Crescent Residential Subdivision, Plan M-632, located east of Tomken Road and north of Rathburn Road East (sketch attached).

ORIGIN: Servicing Agreement between Ventro Construction Limited (4950 Yonge Street, Suite 1914, North York, Ontario M2N 6K1), the City of Mississauga and the Region of Peel dated July 8, 1985.

COMMENTS: The subject development consists of fifty-five (55) single family residential lots. The developer has paid cash-in-lieu of minor curb sidewalk and asphalt repairs. These repairs are to be completed this year under this department's 1989 Repair Contract.

As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of the municipal services.

CONCLUSION: It is now in order for the City of Mississauga to assume the municipal works in Plan M-632 and return the remaining securities to the developer.

...../cont'd

Chairman and Members of the
Operations and Works Committee

- 2 -

June 14, 1989

9(a)

RECOMMENDATION:

That the City of Mississauga:

- a) assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Starlight Crescent Residential Subdivision, Plan 43M-632, located east of Tomken Road and north of Rathburn Road East,
- b) return the Letter of Credit for Plan 43M-632, (currently valued at \$133,118.86), to the developer, Ventro Construction Limited,
- c) enact a by-law establishing the road allowance within Plan 43M-632 as public highway and part of the municipal system of the City of Mississauga.

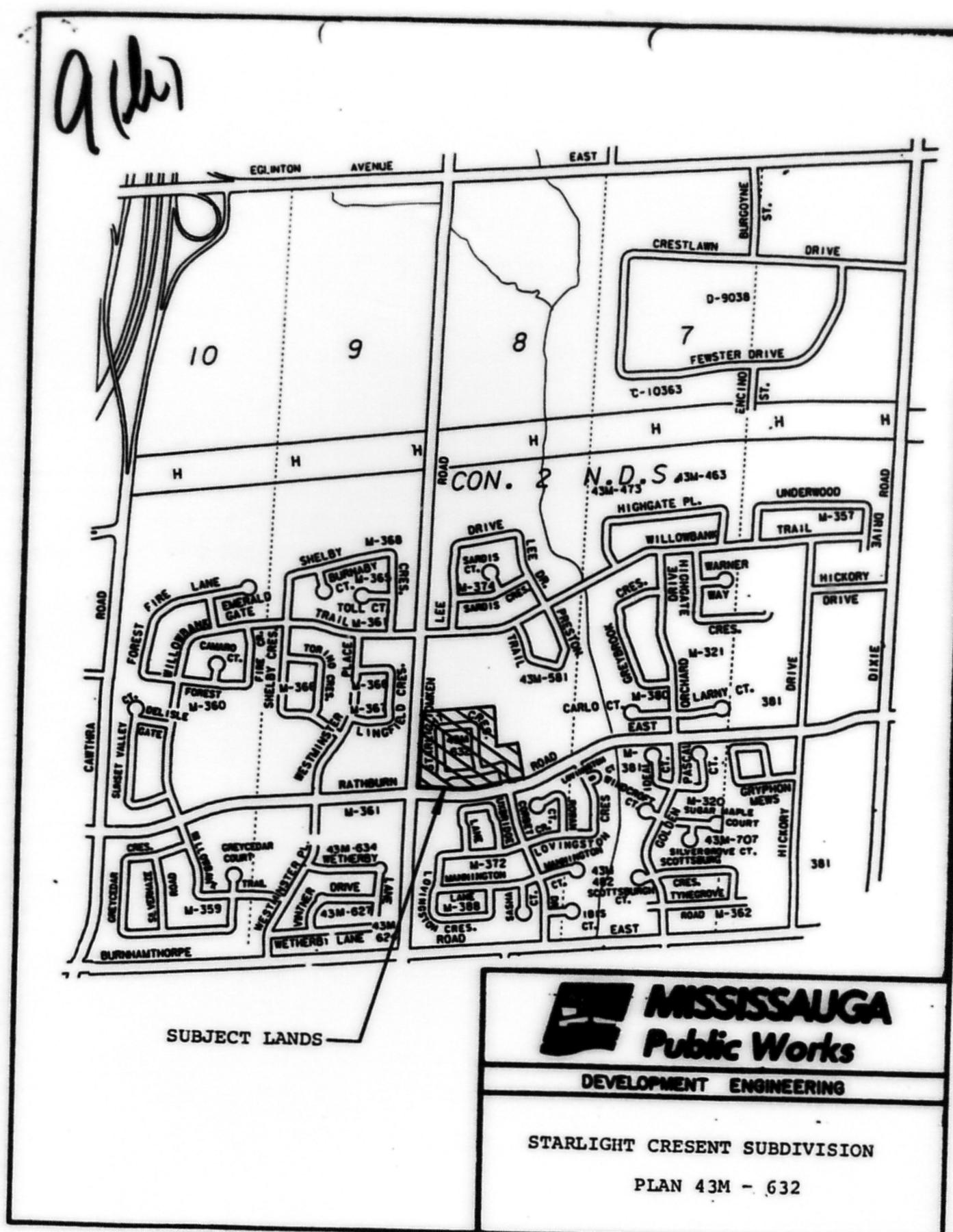
William P. Taylor

W. P. Taylor, P. Eng.
Commissioner
Public Works Department

WPS
WSA:ap
0389E/223E

Enclosure

ask





Corporate Report

Received by
Clerk's Dept.

JUL 04 1989

Clerk's Files M-0759

10

OPERATIONS/WORKS

JUL 12 1989

Originator's
Files M-759
14-141-00045

DATE: June 26, 1989

TO: Chairman and Members of the Operations and Works Committee

FROM: William P. Taylor, P. Eng., Commissioner, Public Works Department

SUBJECT: Waiving of Building Department Condition 5 of Schedule 'C' of the Servicing Agreement with respect to Lot 104, Plan 43M-759, Creditview Estate Homes Limited, Rivergrove Subdivision, Phase IV, south of Britannia Road West and west of Creditview Road.

ORIGIN: Request from Laurier Homes, on behalf of Creditview Estate Homes Limited, the developer of Rivergrove Subdivision, Phase IV, located south of Britannia Road West and west of Creditview Road.

COMMENTS: Under the terms of Building Department Condition 5 of Schedule 'C' of the Servicing Agreement, the developer, Creditview Estate Homes Limited, (1 Saleshurst Road, Suite 300, North York, Ontario M2J 5B2), agreed that a minimum setback of 15.0 m for all buildings and structures, and a minimum setback of 30.0 m for principal structures is required from the approved top-of-bank of the Credit River for Lot 104, located adjacent to the Credit River.

The two-storey, single-family dwelling proposed for Lot 104 has been designed to provide a setback of 12.5 m from the greenbelt zone. The developer has stated that due to the configuration of the lot, the dwelling has been sited as far forward as possible, however, one corner of the dwelling encroached into the required 15.0 m setback by approximately 2.5 m.

The Committee of Adjustment has reviewed this request and has granted a variance in setback as requested subject to the approval of a detailed site and grading plan by the Credit Valley Conservation Authority.

...../cont'd

Chairman and Members of the
Operations and Works Committee

- 2 -

June 26, 1989

W.P.T.

CONCLUSION:

The Committee of Adjustment has reviewed the request and found that the general intent and purpose of the Zoning By-law and the Official Plan will be maintained. The Committee was of the opinion that the variance in setback to the greenbelt zone is minor in nature in this instance.

RECOMMENDATIONS:

That Building Department Condition 5 of Schedule 'C' of the Servicing Agreement for Creditview Estate Homes Limited, Rivergrove Subdivision, Phase IV, Plan 43M-759, located south of Britannia Road West and west of Creditview Road, be waived with respect to Lot 104, subject to the approval of a detailed site and grading plan by the Credit Valley Conservation Authority.

William P. Taylor
W. P. Taylor, P. Eng.
Commissioner
Public Works Department

W.P.T. *Map 3B*
0389E/223E

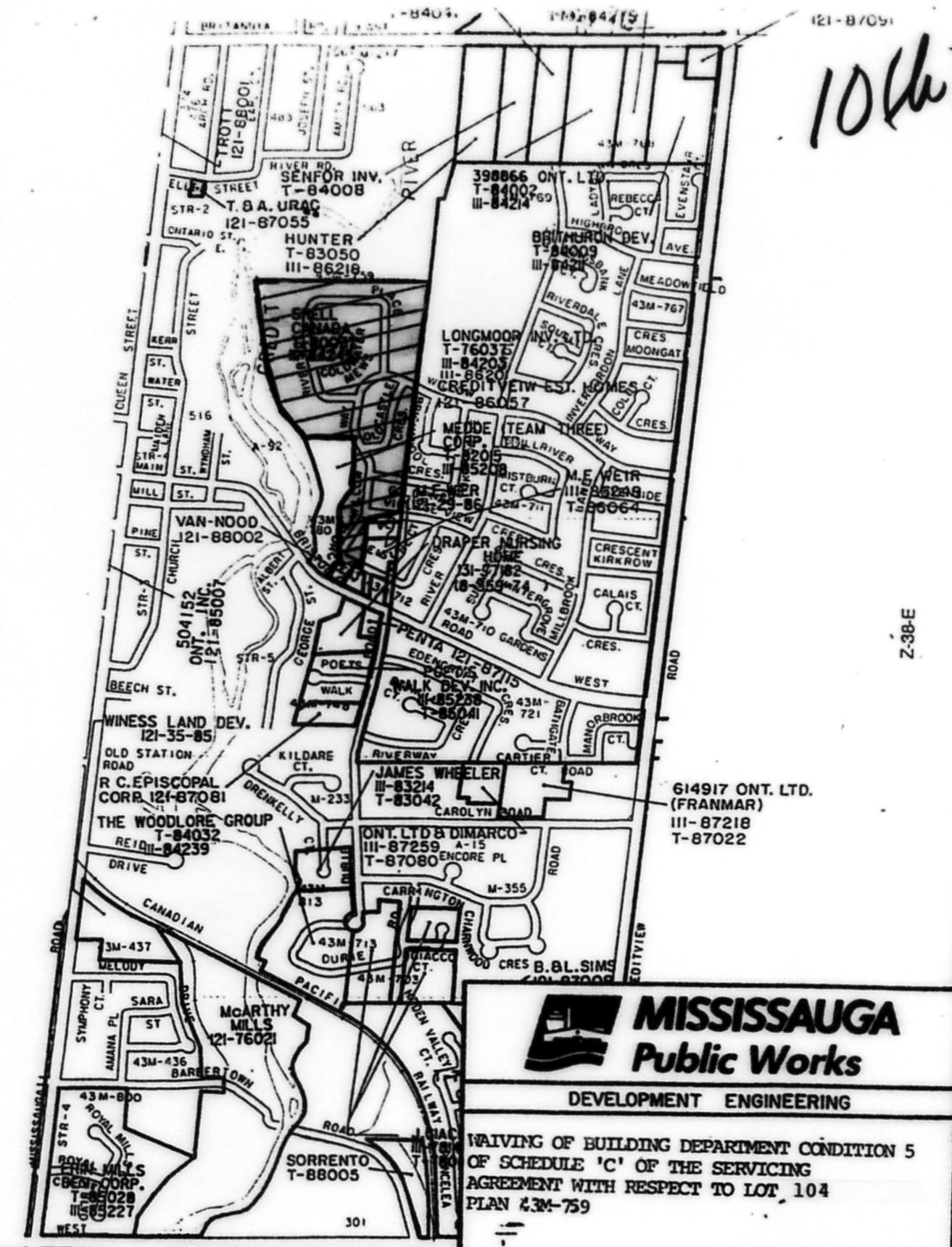
Enclosure

121-B/05:

10(h)

Z-38-E

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Corporate Report

Received by
Clerk's Dept.

JUL 04 1989

Clerk's Files

F-02. 07.01

JUL 12 1989

OPERATIONS/WORKS

Originator's
Files 11 141 00045
12 111 00014

DATE:

July 4, 1989.

TO:

Chairman and Members of the Operations and Works Committee.

FROM:

William P. Taylor, Commissioner of Public Works Department

SUBJECT:

Proposed name for Peel Condominium Corporation No. 196,
6245 Montevideo Road (sketch attached)

ORIGIN:

Public Works Department

COMMENTS:

The Operations and Works Committee, at its meeting on June 21, 1989, considered our report dated May 31, 1989 relating to a request by Mr. Paul D. Squires (1015 Matheson Boulevard, Unit 7, Mississauga, Ontario, L4W 3A4), the solicitor for Peel Condominium Corporation 196 for approval of a street name for their private condominium road off Montevideo Road.

The Operations and Works Committee recommended the following:

OW-249-89 That the name "Moonstream" be approved as a street name for the private road for Condominium Corporation No. 196, located at the south-east corner of Montevideo Road and Battleford Road.

Subsequent to this recommendation it was noted that the legal procedure to name the private road would have to be followed in accordance with our standard requirements. We suggest that the previous recommendation be rescinded and authorization be given to undertake the necessary procedures to name the private road.

RECOMMENDATION:

1. That the recommendation regarding the naming of the private road in Condominium Corporation No. 196 adopted by Operations and Works at its meeting on June 21, 1989 (OW-249-89) be rescinded.
2. That the name "Moonstream" be approved as a street name for the private road for Peel Condominium Corporation No. 196, located at the south-east corner of Montevideo Road and Battleford Road.

.....2

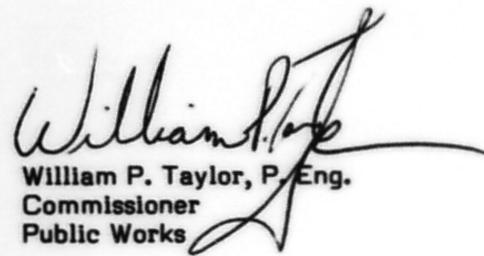
Chairman and Members of the
Operations and Works Committee

- 2 -

July 4, 1989.

11(a)

3. That a standard City of Mississauga street name sign indicating the new street with a second blade indicating "PRIVATE ROAD" be erected on Montevideo Road at the appropriate location.
4. That the cost of the sign be born by the Condominium Number 196 but erected by City forces.
5. That the units within the development retain their existing numbering.



William P. Taylor, P. Eng.
Commissioner
Public Works

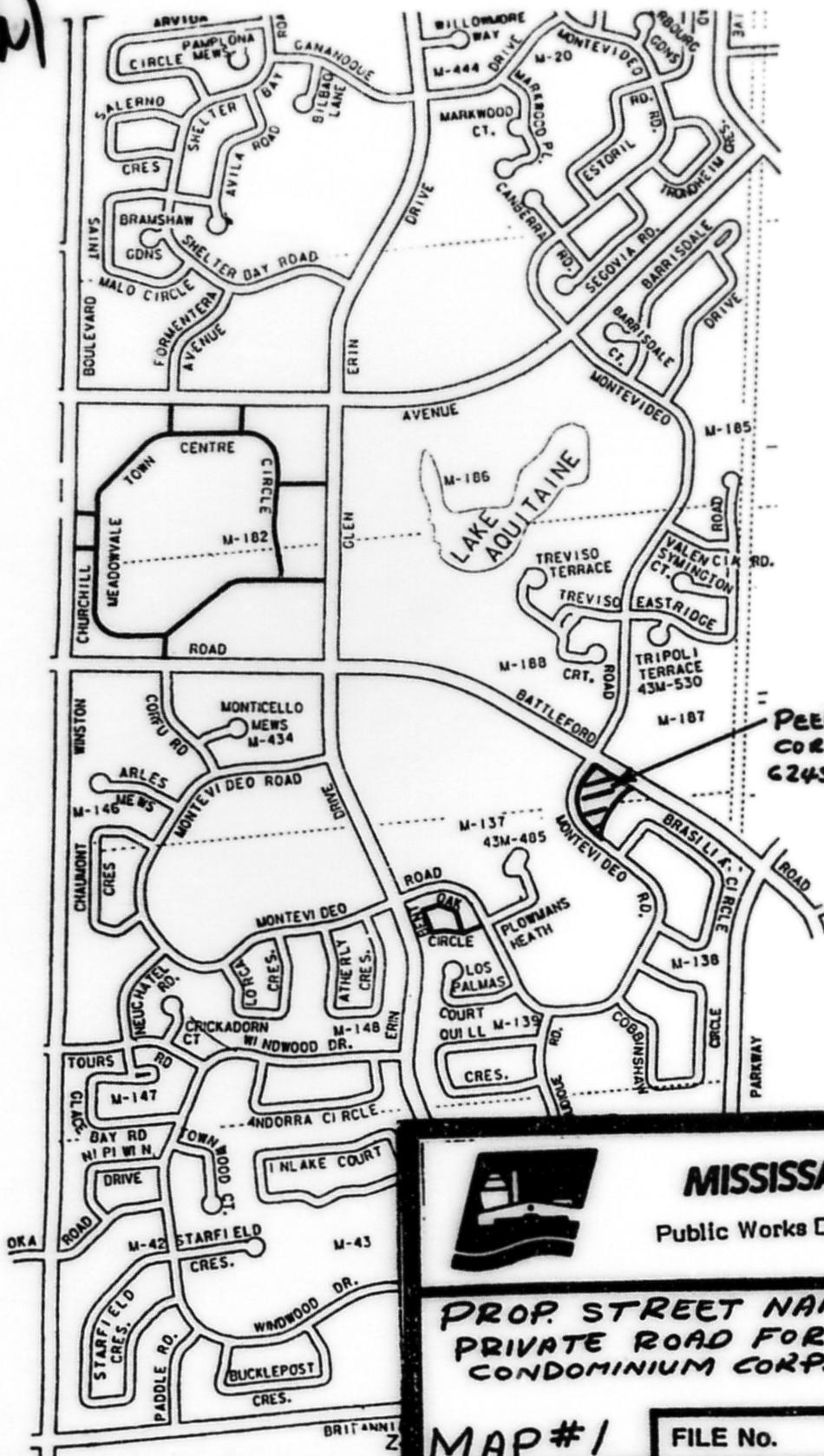
pp
OPT/gb
Encl.

cc: Councillor T. Southorn

0942E/0259E

Z-56

748-E



MISSISSAUGA

Public Works Department

PROP. STREET NAME FOR
PRIVATE ROAD FOR PEEL
CONDOMINIUM CORP. NO. 196

MAP #1



Corporate Report

Received by
Clerk's Dept.

Clerk's Files **M-0533**

12

JUL 12 1989

OPERATIONS/WORKS

Originator's
Files **M-533**
SP 20-88
II-141-00045

DATE: June 2, 1989
TO: Chairman and Members of the Operations and Works Committee
FROM: Terence L. Julian, City Clerk
SUBJECT: Quit claiming of two portions of the easement described as Part 2, Plan 43R-14899 being Parts 1 and 2 of Reference Plan, 43R-16904 (a copy of which is attached), Airport Square Development Limited, Part of Block 10, Registered Plan 43M-533, located north of Eglinton Avenue East and east of Dixie Road.

ORIGIN: Letter dated March 31, 1988, from Laszlo Lemeth Associates, requesting that this department Quit Claim two portions of the 9.7 metre wide storm sewer easement described as Part 2, Plan 43R-14899, to permit the encroachment of an industrial building within the subject easement.

COMMENTS: This department has reviewed the proposed details indicating the encroachment of a portion of the building at 2605 Eglinton Avenue East within the limits of the 9.7 metre wide storm sewer easement adjacent to Eglinton Avenue.

No foundation bearing loads will influence the existing storm sewer and adequate space remains for maintenance of the storm sewer facility.

The applicant has provided this department with the attached reference plan depicting the affected areas and has forwarded the necessary Quit Claim of Easement documentation to the Legal Department for execution by the City.

...../cont'd

12(a)

Chairman and Members of the
Operations and Works Committee

- 2 -

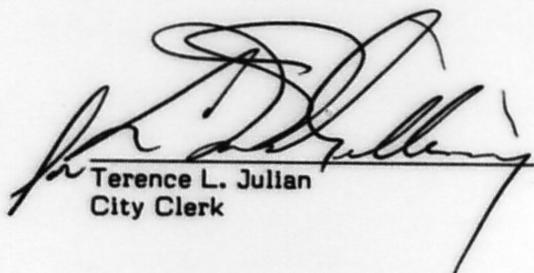
June 2, 1989

CONCLUSION:

It is now in order for the City of Mississauga to Quit Claim Parts 1 and 2 of the attached Reference Plan, 43R-16904 located within the 9.7 metre wide storm sewer easement in Mississauga over Part of Block 10, Registered Plan 43M-533, to enable the construction of the proposed building.

RECOMMENDATION: That the City of Mississauga:

- a) Quit Claim Parts 1 and 2 of the attached Reference Plan, 43R-16904 being a portion of the 9.7 metre wide storm sewer easement described as Part 2, Plan 43R-14899, being Part of Block 10, Plan 43M-533.



Terence L. Julian
City Clerk

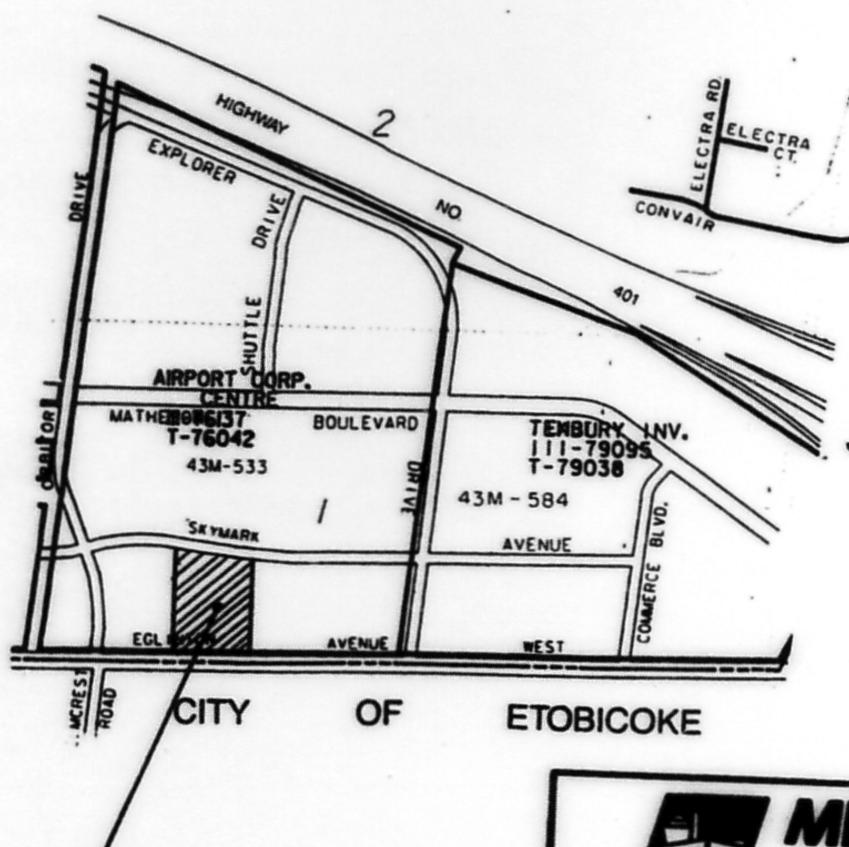
WSA/ap
Enclosure



12(h)

Z-33

LESTER B. PEARSON
INTERNATIONAL
AIRPORT
(MALTON)



Z-34-E

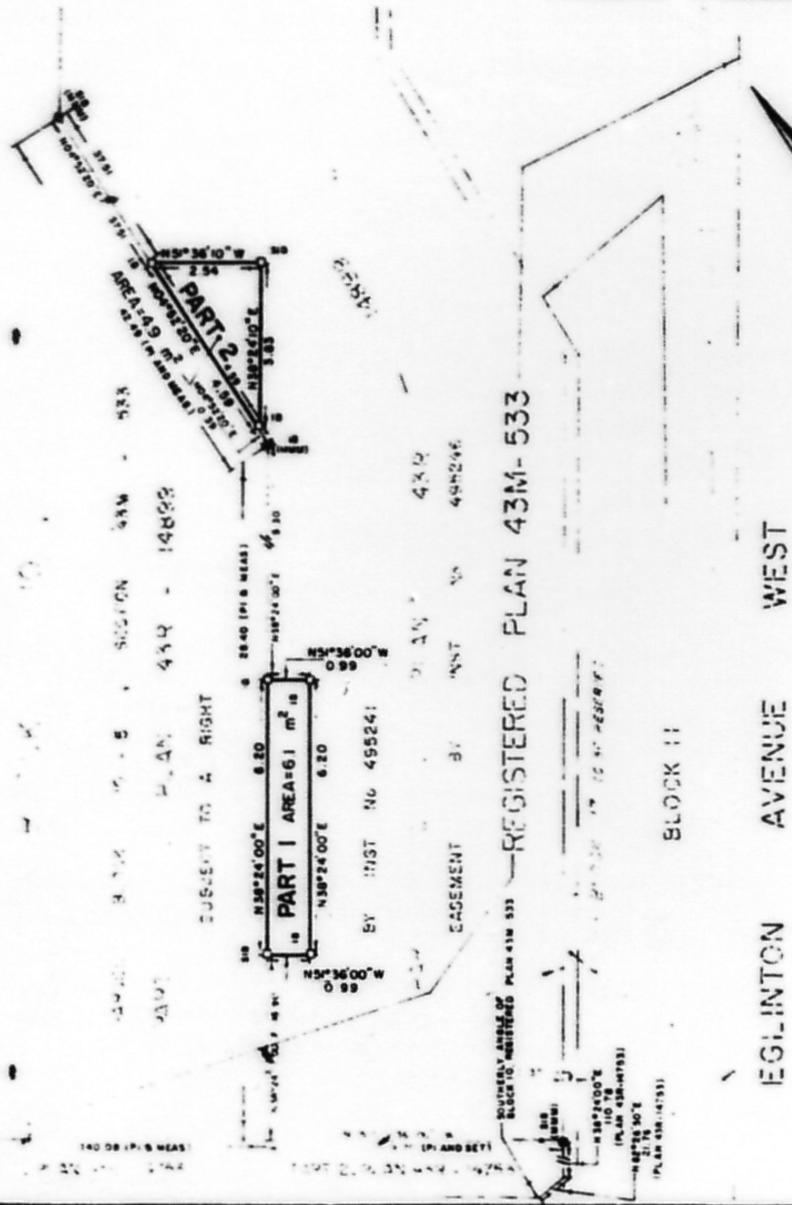


DEVELOPMENT ENGINEERING

Airport Corporate Center

Part of Block 10, Plan 43M-533

SKYMARK AVENUE BY REGISTERED PLAN 5321



I require this plan to be deposited under The Land Titles Act.

548

T. A. B.
LL. D. 1878

CAUTION:
THIS PLAN IS NOT A PLAN
OF SUBDIVISION WITHIN THE
MEANING OF THE PLANNING
ACT.

PARTS 1 AND 2 - PART OF PARCEL BLOCK 10-5, SECTION 43M-533
PARTS 1 AND 2 - SUBJECT TO A RIGHT BY INST. No. 495241 AND
SUBJECT TO AN EASEMENT BY INST. No. 495242

PLAN OF SURVEY OF
PART OF BLOCK 10
REGISTERED PLAN 43M-533
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

SCALE 1:100

MARSHALL MACKLIN MONAGHAN ONTARIO LIMITED
ONTARIO LAND SURVEYORS
1989

NOTE
BEARINGS ARE ASTRONOMIC AND ARE REFERRED TO THE WESTERLY LIMIT OF PART 2.
PLAN 43R-14899, HAVING A BEARING OF N04°52'20"E.
 DENOTES PLANTED
 DENOTES FOUND
 DENOTES IRON BAR
SIB DENOTES STANDARD IRON BAR
HWR DENOTES MARSHALL HARRISON MONAHAN ONTARIO LIMITED
P1. DENOTES PLAN 43R-14899

METRIC
DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND
CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

SURVEYOR'S CERTIFICATE

I CERTIFY THAT
1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT AND THE LAND TITLES ACT AND THE REGULATIONS MADE THEREUNDER.

2 THE SURVEY WAS COMPLETED ON THE 8th DAY OF JUNE 1982
Marshall Macklin Monaghan
Ontario Limited

June 12, 1983
DATE

	Marshall Macklin Monaghan Ontario Limited	Ontario Land Surveyors	drawing no. 20-8-3222-000
409 MERRISON ST. E., EAST MONTREAL, QUEBEC, H2L 1A2 212 890-5800			
PARTY CASE NO. 8	COMPLAINTS	REASON: M. Alexander	CHECKED: E. B.



Corporate Report

Received by
Clerk's Dept.

Clerk's Files OZ/52/84 &
F.02.03

12

OPERATIONS/WORKS JUL 12 1989

Originator's
Files

DATE: June 28, 1989
TO: Chairman and Members of the
Operations and Works Committee
FROM: T. L. Julian, City Clerk
SUBJECT: Closure of part of Ironstone Court and Harrow Street
Rezoning Application OZ/25/84

ORIGIN: Letter from the MTRCA dated May 25, 1989

COMMENTS: As a condition of the Rezoning Application OZ/25/84, the owner is required to purchase part of the untravelled portion of the Ironstone Court and Harrow Street described as Parts 2 and 6 on a Reference Plan 43R-15524 from the City and to acquire surplus lands from the Metro Toronto Region Conservation Authority described as Part 4 on Reference Plan 43R 15524. To facilitate the rezoning application the MTRCA is prepared to exchange Part 4 for the untravelled portions of Ironstone Court and Harrow Street described as Parts 3 & 7. A flood control berm was constructed on these lands in the early 1970's by the MTRCA and they wish to retain ownership in their name. The Planning and Building and Public Works Departments have reviewed the proposals and are in agreement with the exchange of lands with the MTRCA and sale to 577181 Ontario Limited as part of Rezoning Application OZ/25/84.

...../2

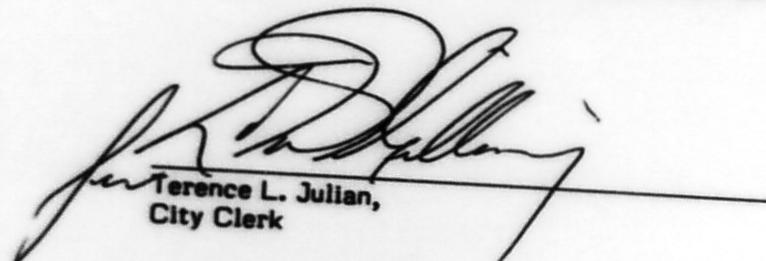
1367

Operations & Works Committee - 2 -

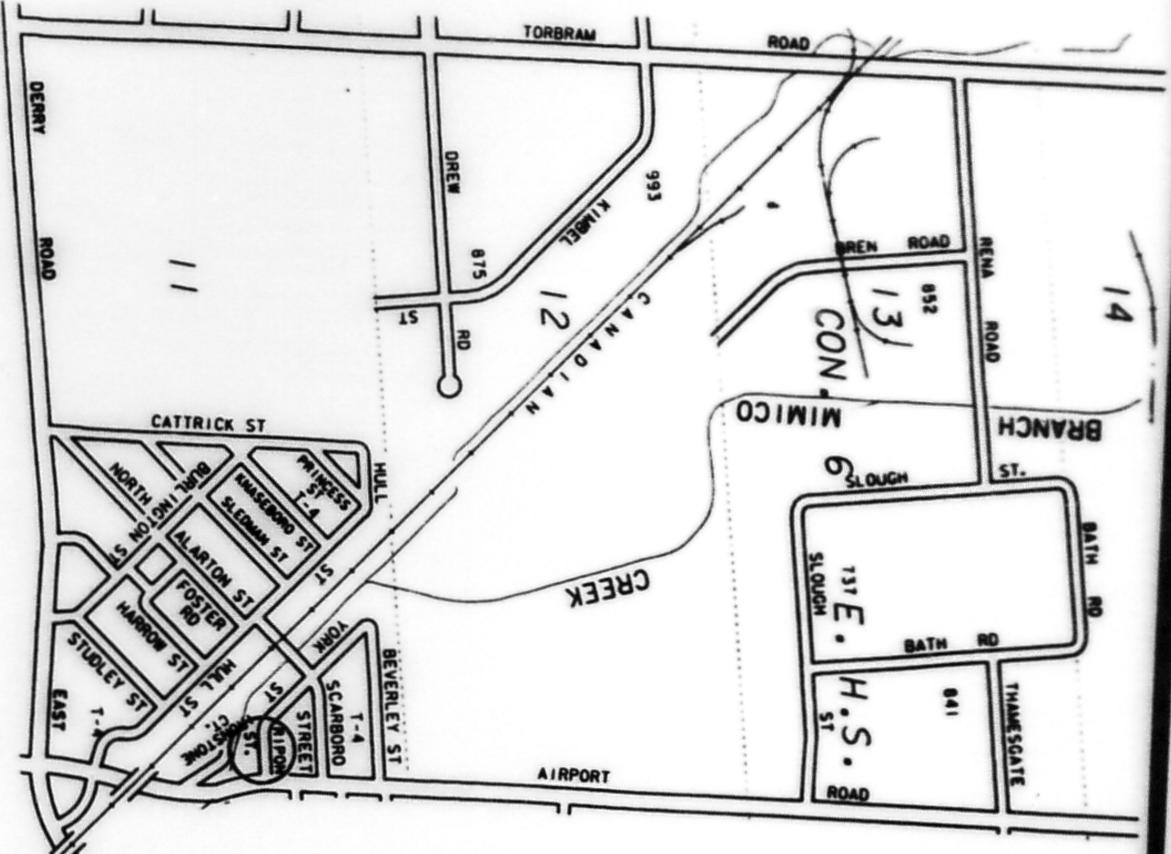
June 28, 1989.

RECOMMENDATION: That the City Clerk be authorized to undertake the necessary procedures to stop up and convey those portions of Ironstone Court & Harrow Street described as Part 1 & 2 on Reference Plan 43R 3569 and Part 2, 3, 6 & 7 on Reference Plan 43R 15524.

RK/Jas:


Terence L. Julian,
City Clerk

Z-49-W



Z-48-W

Closure of part of Ironstone Court and Harrow Street.

FILE NO. 02/52/84 &
E 02 03

MISSISSAUGA
Clerk's Department
Realty Services

14

MISSISSAUGA PUBLIC VEHICLE AUTHORITY

JULY 4, 1989
A.03.04.01

REPORT NO. 5-89

OPERATIONS/WORKS JUL 12 1989

TO: The Operations and Works Committee

LADIES AND GENTLEMEN:

The Mississauga Public Vehicle Authority presents its fifth report and recommends:

PVA-19-89 That the request dated May 23, 1989 from Jagpal Gill for permission to transfer Taxicab business plate #198, be granted provided he meets the following provisions:

- a) provides written proof of acceptance into the University of Bradford.
- b) provides written proof that the amount of money received for sale of taxicab business (plate #198) does not exceed the purchase amount plus 5% that Mr. Gill paid for said business.

L.08.04.02(A)
(PVA-5-19-89)

PVA-20-89 Whereas on June 1, 1989, after a waiting period of ten years on the Priority List, Mr. Peter Danevicius was issued a Mississauga Taxicab Owner's Licence #447;

And Whereas owing to a deterioration in Mr. Danevicius' health, he has found it necessary to request permission to sell and/or transfer his Mississauga Taxicab Owner's Licence #447;

And Whereas it has been determined that Mr. Danevicius is making this request owing to his deteriorating health and not as a speculator in taxicab plates;

Therefore be it resolved that the request dated June 14, 1989 from Mr. Peter Danevicius for permission to sell and/or transfer his Mississauga Taxicab Owner's Licence #447 be granted on the condition that it is not the intent of Mr. Danevicius to be on the Priority List at any time in the future.

L.08.04.02(A)
(PVA-5-20-89)

PVA-21-89 That a by-law be prepared to amend By-law 142-89, to implement the recommendations, as amended, of the Leasing Subcommittee contained in the report dated June 19, 1989 from the City Solicitor to the Public Vehicle Authority.

L.08.02
(PVA-5-21-89)

TRAFFIC SAFETY COUNCIL
0058C/179C

JUNE 28, 1989
A.03.04.11.02

15

REPORT NO. 4-89

To: Operations and Works Committee
LADIES AND GENTLEMEN:

OPERATIONS/WORKS JUL 12 1989

The Traffic Safety Council presents its fourth report and recommends:

TSC-48-89 (a)

That the petition submitted by Mr. J. Crispo, 1452 Gregwood Road, dated June 27, 1989, with respect to the sidewalk installation on Gregwood Road, be received.

(b)

That no action be taken with regard to the request for sidewalks on Gregwood Road.

(c)

That the Public Works Department be requested to increase the level of maintenance on the walkway which gives access to Tecumseh Public School property by way of Caldwell Street.

F.06.03.03

(TSC-4-48-89)

TSC-49-89 (a)

That the report submitted by the Public Affairs Department, dated June 28, 1989 with respect to the Crossing Guard Awareness Promotion Proposal, be received for information.

(b)

That a new 'Crossing Guard' brochure and the card produced by the Peel Regional Police 'Co-operation is the Key' Crossing Guard Awareness, be produced in sufficient quantities to be distributed as soon as possible to both School Boards, with the request that the brochure be given to all teachers and students in the City of Mississauga.

(c)

That two broadcast quality video tapes, with professional voice-over narration, be produced, (1) demonstrating a site inspection and including a traffic count, a gap study, a pedestrian count etc.; (2) promoting crossing guard awareness, to be used in conjunction with the crossing guard display.

(d)

That Public Affairs produce a card handout, to be distributed by Traffic Safety Council members, informing citizens about common concerns regarding traffic safety, particularly in school zones, and also to inform citizens about the workings of the Traffic Safety Council in their community.

15(a)

- 2 -

June 28, 1989

- (e) That a an updated flyer promoting crossing guard awareness be produced by the Public Affairs Department as outlined in the proposal submitted at the June 28, 1989 Traffic Safety Council meeting.
- (f) That the display to promote crossing guard awareness, originally designed for Police Week in May, 1989, be used for future occasions with the addition of new photographs as outlined in the proposal submitted by Public Affairs at the June 28, 1989 Traffic Safety Council meeting.

A.03.04.11.02
(TSC-4-49-89)

TSC-50-89 (a) That the memo dated June 21, 1989, from William P. Taylor, Commissioner of Public Works, regarding 1989/1990 school times for the Dufferin Peel Roman Catholic Separate School Board and the Peel Board of Education, be received and referred back to staff to consult with the school boards to address concerns with respect to crossing guards.

(b) That should negotiations between staff and the Dufferin Peel Roman Catholic Separate School Board and the Peel Board of Education fail to resolve the difficulties with respect to manning of school crossings, that the Dufferin Peel Roman Catholic Separate School Board and the Peel Board of Education be advised of the times crossing guards will be on duty at required locations, and the respective school boards will not be on duty.

F.06.03.02.01
(TSC-4-50-89)

TSC-51-89 That the letter dated June 12, 1989, from T. G. Howe, Regional Business Officer, Peel Board of Education, regarding the shortage of Crossing Guards, be received for information.

F.06.03.02.01
(TSC-4-51-89)

TSC-52-89 That the memorandum dated June 9, 1989, from Councillor Donna Lane, regarding a chain link fence adjacent to Burnhamthorpe Road West, be received for information.

M-692, F.06.03.03
(TSC-4-52-89)

June 28, 1989

15(h)

TSC-53-89 That the report dated June 5, 1989, from the General Manager of the Transit Department, regarding the relocation of a bus stop on Paisley Boulevard near St. Jerome School, be received for information.

F.06.03.02
(TSC-4-53-89)

TSC-54-89 That the report dated June 7, 1989, from the General Manager of the Transit Department, regarding the relocation of bus stop No. 0575 northwest of Thorn Lodge Drive and Perron Drive, be received for information.

F.06.03.02
(TSC-4-54-89)

TSC-55-89 (a) That no action be taken with respect to placing a crossing guard at the intersection of Rathburn Road and Westminster Place.
(b) That Mrs. Catharine McCaw, 4100 Westminster Place, be informed of the results of the site inspection carried out at Rathburn Road and Westminster Place.

F.06.03.02
(TSC-4-55-89)

TSC-56-89 That the report on 1989 Ontario Traffic Conference dated May 7, 1989, submitted by Ken S. Basarke be received for information.

H.05.03
(TSC-4-56-89)

TSC-57-89 That the presentation given by Mr. Miller, Mississauga Transit, of a National Safety Council Video entitled 'Children In Traffic', be received for information.

F.06.01
(TSC-4-57-89)

15(4)

- 4 -

June 28, 1989

TSC-58-89 (a)

That the report submitted by the Ad Hoc Committee responsible for recommendations with regard to crossing guards and road lines and signs, dated June 7, 1989, be received for information.

(b)

That a Sub-Committee composed of Mr. G. Dell, Mrs. C. Stretton, Mrs. G. Green and Mr. K. Basarke be formed to organize a September Bar-B-Que in appreciation of crossing guards.

A.03.04.11.02
(TSC-4-49-89)



Corporate Report

OPERATIONS/WORKS

JUL 12 1989

Received by
Clerk's Dept.

16
JUL 04 1989

Clerk's Files

J-05-89043
J-05-89200

Originator's
Files

II 141 00045
II 161 00011
I3 2II 00225

DATE:

June 13, 1989

TO:

Chairman and Members of the Operations and Works Committee.

FROM:

William P. Taylor, P.Eng., Public Works Department.

SUBJECT:

Traffic Signal Fire Pre-emption System

ORIGIN:

Public Works Department, Fire Department.

BACKGROUND:

The City of Mississauga is in the process of introducing a Traffic Signal Fire Pre-emption System. The project is being installed in a staged manner at a rate that budgeted amounts allow. To date there is sufficient equipment to provide pre-emption capabilities at thirty-three intersections. The 1989 Budget for this project is \$100,000. The Fire Department has indicated that they wish to install the emitters that pre-empt signals on eleven vehicles in 1989 at an approximate cost of \$2,000 per vehicle, for a total of \$22,000. This would leave \$78,000 to install the required equipment at various intersections. At an average cost of \$4,500 per intersection, the remaining \$78,000 will allow for installation of equipment at approximately seventeen locations.

The Fire Department has raised the concern that the present budget for installation of pre-emption equipment will not provide the desired overall coverage due to the rate of new traffic signal installations (approximately 15-20 per year). The Fire Department wishes to see a policy that would include pre-emption equipment as standard equipment at all new locations, and that the annual budget for pre-emption equipment be used to upgrade existing signalized locations only.

• • • • • /2

16(a)

Chairman and Members of the
Operations and Works Committee

- 2 -

June 13, 1989

COMMENTS:

Traffic signals are funded from one of two sources: (a) developer contributions, which at this point in time fund the majority of new locations at the rate of approximately 10 per year; (b) City of Mississauga funding and Ministry of Transportation Ontario subsidy, which at present are sufficient to allow for installation at approximately 5 locations per year.

At developer-funded locations the cost of pre-emption could be funded through the Traffic Signal Reserve Account of the General Municipal Development Reserve Fund, both from accrued interest for previously funded locations and increased contributions for future locations. The cost of providing pre-emption will add approximately \$4,500 to the present average signal cost of \$65,000. The cost to fund pre-emption at City of Mississauga funded new signal locations should be funded from the annual Capital Budget for traffic signals. The cost to fund pre-emption at Regional Municipality of Peel, and Ministry of Transportation Ontario funded new signal locations will require funding from the annual Capital Budget for fire pre-emption. The remaining funds in the Capital Budget for pre-emption equipment will be used to implement pre-emption equipment at existing signal locations.

It should be noted that the Ministry of Transportation Ontario and Regional Municipality of Peel do not subsidize or fund the installation of traffic signal pre-emption equipment.

CONCLUSION:

The Fire Department has raised the concern that due to the rate of new traffic signal installations their desired coverage of the Traffic Signal Pre-emption System could not be completed with the present amount of Capital Budget funding for pre-emption equipment.

Since the majority of new traffic signal installations are developer-funded, sufficient funding for pre-emption equipment could be obtained from the Traffic Signal Reserve Account of the General Municipal Development Reserve Fund through accrued interest and increased future contributions. This would provide for an increased rate of installation of pre-emption equipment. The cost to fund pre-emption at City of Mississauga funded new signal locations should be funded from the annual Capital Budget for traffic signals. At new traffic signal installations by the Regional Municipality of Peel or Ministry of Transportation Ontario, pre-emption equipment should continue to be funded through the annual Capital Budget for pre-emption equipment.

166h)

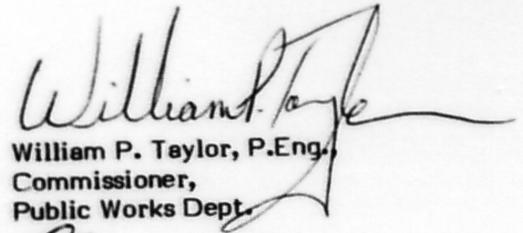
CONCLUSION:
(cont.)

The installation of pre-emption equipment at existing signal locations will continue to be funded from the pre-emption equipment Capital Budget.

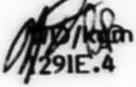
RECOMMENDATION:

That City of Mississauga Policy for the funding and installation of traffic signal fire pre-emption equipment be as follows:

- a) developer-funded traffic signals shall be equipped with fire vehicle pre-emption capability during construction of the new signals and that the funding for this work will be provided for from the Traffic Signal Reserve Account of the General Municipal Development Reserve Fund;
- b) new traffic signals funded by the jurisdictions of the Regional Municipality of Peel and Ministry of Transportation Ontario shall be equipped with fire vehicle pre-emption capability during the construction of the new signals upon approval from the Regional Municipality of Peel or Ministry of Transportation Ontario as required, and the funding for this work will be provided for from the annual Capital Budget for fire pre-emption equipment;
- c) new traffic signals funded by the City of Mississauga shall be equipped with fire vehicle pre-emption capability during the construction of the new signals, and the funding for this work will be provided for from the Capital Budget for traffic signals;
- d) existing traffic signals requiring installation of fire vehicle pre-emption capability will continue to be funded from the annual Capital Budget for fire pre-emption equipment.


William P. Taylor, P.Eng.

Commissioner,
Public Works Dept.


291E.4

11



**Corporate
Report**

OPERATIONS/WORKS JUL 12 1989

Received by
Clerk's Dept.

Clerk's Files

F.05.04.07

Originator's
Files

11 141 89045
15 111 00003
15 111 00010

DATE: June 29, 1989
TO: Chairman and Members of Operations and Works Committee
FROM: W. P. Taylor, P. Eng., Commissioner of Public Works
SUBJECT: Composting Pilot Project

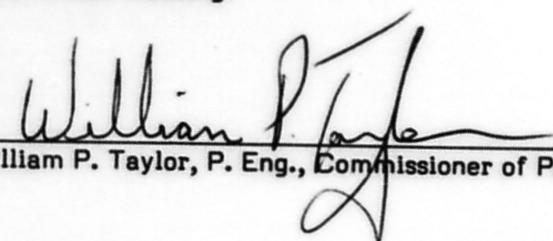
ORIGIN: Public Works Department

COMMENTS: The Region of Peel staff advised this department that the first week's material collected for composting was disposed of at the landfill site as it was contaminated. In addition the Region is planning to ship the material collected for composting to St. Catharines (Gro-Rich) for processing.

If the volume of material entering landfill sites or energy-from-waste plants is to be reduced substantially in the near future, composting of waste will become a necessity. For this reason, it is important to learn as much as possible during the composting trial period on the problems associated with composting. It would appear that this information may not be forthcoming if the current handling of the pilot project for composting waste is not changed.

CONCLUSION: The Region of Peel staff has shown little if any interest in the City's pilot project on composting. It is important to learn as much as possible about composting (during this trial period). In order to achieve this, the pilot project should be placed totally under the control of the City of Mississauga.

RECOMMENDATION: That the Public Works staff of the City of Mississauga be requested to locate a suitable site for the pilot composting project and report to the August 9, 1989 Operations and Works Committee meeting.



William P. Taylor, P. Eng., Commissioner of Public Works

0495E/199E



Corporate Report

Received by
Clerk's Dept.

Clerk's Files

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F.08.02

OPERATIONS/WORKS JUL 12 1989

11 141 89045
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Files 15 111 00003
15 111 00010

DATE: June 29, 1989
TO: Chairman and Members of Operations and Works Committee
FROM: W. P. Taylor, P. Eng., Commissioner of Public Works
SUBJECT: Hazardous Waste

ORIGIN: Public Works Department

COMMENTS: At the present time in the City of Mississauga the householder can take hazardous waste to Britannia Road and Tricil (Lakeshore Road) for safe disposal. However, both these sites have not been receiving a significant amount of material..

In order to remove more hazardous waste from the waste stream, it is necessary to provide a household collection for the residents. This could be done by splitting the City into four quadrants - Northeast, Northwest, Southeast and Southwest - and having the residents phone in to a central City number for pickup on a prescribed Saturday. The estimated cost of providing this service on a Saturday by Tricil (who are licensed to provide this service) is \$4,000 per day or \$16,000 for four Saturdays.

CONCLUSION: It is necessary to provide residents with a continual, convenient opportunity to dispose of hazardous wastes (including batteries) on a regular basis. If this is done it will help reduce the chance of contaminants entering landfill sites and/or energy-from-waste.. plants and thus ensure a safer environment.

RECOMMENDATION: a) That Tricil be retained to pick up household hazardous waste on Saturday, September 16, 23, 30 and October 7 (door-to-door) at a cost of \$16,000.

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18(a)

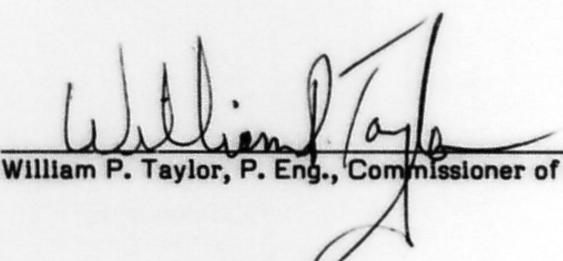
Operations and Works Committee

- 2 -

June 29, 1989

RECOMMENDATION:

- b) That an improved Public Information Program be implemented as soon as possible with respect to the availability of the Tricil Plant and the Britannia Landfill Site for hazardous waste disposal on a six-day-a-week basis.
- c) That the Region of Peel be requested to participate both financially and technically in this hazardous waste disposal program.



William P. Taylor, P. Eng., Commissioner of Public Works

0495E/199E

Memorandum



19

File: 13 211 00028

To Mayor McCallion
and Councillor Dale,
Dept.

From William P. Taylor, P.Eng.,
Dept. Public Works Department.

July 7, 1989.

OPERATIONS/WORKS

JUL 12 1989

Re: Parking/Stopping Prohibitions -
Sherwoodtowne Boulevard.

At the February 21, 1989 Operations and Works Committee meeting, the report on parking/stopping prohibitions on Sherwoodtowne Boulevard dated February 13, 1989 and the corresponding By-law were referred to the Mayor, Ward Councillor and staff to be dealt with at their meeting with the owners of Village Offices of Sherwoodtowne to discuss alternative solutions to the parking deficiency identified in the report dated February 20, 1989 from the Commissioner of Planning and Building.

At present, temporary parking restrictions are in effect on Sherwoodtowne Boulevard to accommodate the construction of the Rathburn Road/Hurontario Street/Sherwoodtowne Boulevard interchange. It is expected that construction will be completed in the next few weeks and at that time Sherwoodtowne Boulevard will be open to traffic from the Highway 403 eastbound off-ramp and Hurontario Street. In the interest of safety, parking should be permanently restricted along Sherwoodtowne Boulevard.

It is my intention to verbally raise this issue at the Operations and Works Committee meeting scheduled for July 12, 1989.

William P. Taylor

William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

c.c. A.E. McDonald
 B.E. Swedak
 L. Mailer
 S. Barrett

MP/dab
0271E



Corporate Report

19(a)

Received by
Clerk's Dept.

Clerk's Files

Originator's
Files

II 141 00010
II 161 00011
13 211 00028

DATE: February 13, 1989.

TO: Chairman and Members of the Operations and Works Committee.

FROM: William P. Taylor, P. Eng., Public Works Department.

SUBJECT: Parking/Stopping Prohibitions on Sherwoodtowne Boulevard

ORIGIN: Public Works Department

COMMENTS: With the construction of the Rathburn Road-Hurontario Street interchange, Sherwoodtowne Boulevard will become a major connecting link between Rathburn Road and Hurontario Street. The increased traffic volume will necessitate the implementation of parking/stopping prohibitions on both sides of Sherwoodtowne Boulevard, from Rathburn Road to Hurontario Street. These prohibitions will allow safe and efficient traffic movement on this roadway.

During the peak hours it will be necessary to implement 'No Stopping' prohibitions on both sides of Sherwoodtowne Boulevard. However, during off-peak hours, to accommodate deliveries a 'No Parking' regulation can be allowed on the north side of Sherwoodtowne Boulevard.

At present, this roadway is frequently used for parking due to the shortage of on-site parking at Village Offices of Sherwoodtowne. Therefore, Public Works staff will install information signs advising motorists of the impending parking/stopping prohibitions. It is anticipated that these parking prohibitions will be required by late April 1989.

The Planning and Building Department in a separate report to the February 20, 1989 Community Planning and Development Committee addressed the shortage of parking issue related to the Village Offices of Sherwoodtowne.

CONCLUSION: To ensure safe and efficient traffic movement on Sherwoodtowne Boulevard stopping prohibitions are required on the south side at all times, and on the north side of Sherwoodtowne Boulevard between 7:00 a.m. to 9:00 a.m. and between 3:30 p.m. and 6:00 p.m. A 'No Parking' prohibition is required during off-peak hours on the north side.

Chairman and Members of the
Operations and Works Committee

- 2 -

February 13, 1989.

19th

RECOMMENDATION:

That a by-law be enacted to amend By-Law 444-79, as amended, to implement the following:

- (i) 'No Stopping Anytime' restriction on the south side of Sherwoodtowne Boulevard between Hurontario Street and Rathburn Road East.
- (ii) 'No Parking Anytime' restriction on the north side of Sherwoodtowne Boulevard between Hurontario Street and Rathburn Road East.
- (iii) 'No Stopping' restriction on the north side of Sherwoodtowne Boulevard between Hurontario Street and Rathburn Road East from 7:00 a.m. to 9:00 a.m. and 3:30 p.m. to 6:00 p.m. (Will over-ride prohibition in part (ii) during peak hours).

William P. Taylor

William P. Taylor, P. Eng.
Commissioner
Public Works Department

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0594E

19(c)

HIGHWAY 403

RAMP S-E

N

SHERWOODTOWNE
BLVD.

RATHBURN RD.

TREE T

IRONIA



MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

NO STOPPING ANYTIME

NO STOPPING 7:00 a.m. - 9:00 a.m.
3:30 p.m. - 6:00 p.m.

NO PARKING ANYTIME